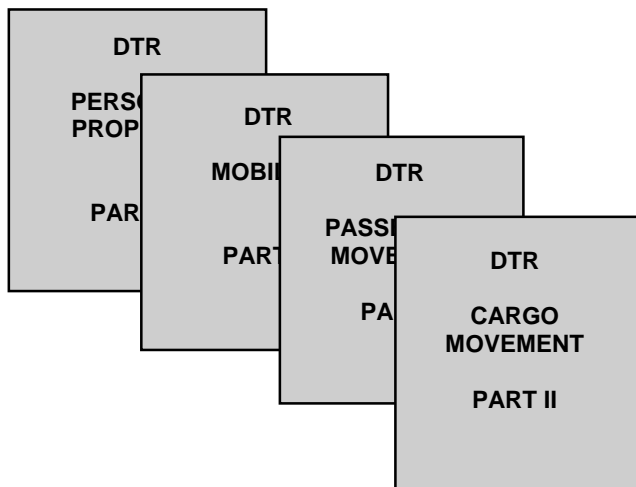




DOD 4500.9-R

DEFENSE TRANSPORTATION REGULATION

PART II CARGO MOVEMENT



DECEMBER 2000

FOREWORD

This document represents changes to Department of Defense (DOD) Regulation 4500.9-R, Defense Transportation Regulation Part II, Cargo Movement, and integrates Military Standard Transportation and Movement Procedures (MILSTAMP) (DOD 4500.32R) policy and procedures, including codes, in the Defense Transportation Regulation (DTR). The standardization requirements for cargo movement in MILSTAMP are now in the DTR. It is issued under the authority of Deputy Under Secretary of Defense (Logistics) Memorandum, "Defense Transportation Regulation (DTR), Parts I-IV," 4 August 1995. It implements DOD policies governing the use of DOD-owned and -controlled aircraft and sealift/airlift and establishes criteria for passenger, personal property, cargo, and mobility movement. In accordance with DOD Directive 5158.4, "United States Transportation Command," January 1993, the Commander-in-Chief United States Transportation Command is the DOD single manager for transportation (for other than Service unique or theater-assigned transportation assets). Strict adherence to the provisions of this regulation is essential to maintain the integrity of the DOD transportation system. This change updates provisions for the movement of cargo from, and within Continental United States and Outside the Continental United States.

This change to DOD Regulation 4500.9-R, Part II, applies to the Office of the Secretary of Defense, Military Departments, Chairman and Joint Chiefs of Staff, Unified Commands, and the Defense Agencies (hereafter referred to collectively as the "DOD Components"). It also applies to travel and transportation for Uniformed Service members of the United States (U.S.) Coast Guard, U.S. Public Health Service, and U.S. Coast and Geodetic Survey when cross-servicing agreements are in effect.

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this regulation and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and will provide a copy to the U.S. Transportation Command (USTRANSCOM)/TCJ4-LTP. Proposed changes to this regulation may be sent to USTRANSCOM/TCJ4-LTP after staffing through DOD component traffic management channels. No changes to the DTR may be made without prior coordination with the Military Services and Defense Logistics Agency.

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release; distribution unlimited. It is also available on the USTRANSCOM Web at <http://public.transcom.mil/j4/j4lt/dtr.html>. Authorized registered users may obtain copies of this publication from the Defense Technical Information Center, 8725 John J. Kingman Road, Fort Belvoir VA 22060. Other Federal Agencies and the public may obtain copies for a fee from the U.S. Department of Commerce, National Technical Information Services, 5285 Port Royal, Springfield VA 22161.

TABLE OF CONTENTS

Part II, Cargo Movement

<u>Section</u>	<u>Page</u>
FOREWORD	ii
REFERENCES	xvi
DEFINITIONS	xxii
ACRONYMS	lxii
FORMS	lxxx
WEB SITES	lxxxix
 CHAPTER 201 GENERAL CARGO MOVEMENT PROVISIONS.....	 201-1
A. PURPOSE	201-1
B. POLICY.....	201-1
C. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES	201-2
D. REGULATORY BODY PROCEEDINGS	201-17
E. DCMA-ADMINISTERED CONTRACTS	201-17
F. ACTIVITY CHANGE OF STATUS OR MISSION	201-18
G. COMMERCIAL CARRIER INQUIRIES	201-18
H. TRAFFIC MANAGEMENT UNDER EMERGENCY CONDITIONS.....	201-18
I. PUBLIC HIGHWAY REQUIREMENTS.....	201-19
J. EMBARGOES	201-19
K. RAIL ABANDONMENT ASSISTANCE	201-20
L. NEGOTIATIONS.....	201-20
M. GT—LONG-TERM AND OPTIMUM BENEFIT NEGOTIATIONS	201-21
N. RATE QUOTING SERVICE.....	201-25
O. GOVERNMENT/MILITARY-OWNED OR ORGANIC ASSETS	201-25
P. TRANSPORTATION FACILITIES GUIDE (TFG).....	201-26
Q. CARRIER QUALIFICATION.....	201-26
R. TRANSPORTATION ACQUISITION POLICY	201-26
S. SWITCHING OR TRACKAGE AGREEMENTS	201-26
T. CONTRACTING SUPPORT POLICY FOR TRANSPORTATION ACTIVITIES.....	 201-27
U. MANAGEMENT REFORM MEMORANDUM (MRM) #15 – REENGINEERING DEFENSE TRANSPORTATION DOCUMENTATION AND FINANCIAL PROCESSES	 201-28
V. DTR PROGRAM ADMINISTRATION.....	201-29
 CHAPTER 202 CARGO ROUTING AND MOVEMENT	 202-1
A. GENERAL	202-1
B. ROUTING AUTHORITY	202-1
C. ROUTE ORDER.....	202-2
D. EXCEPTION.....	202-3
E. CUSTOMS	202-3

F.	INTRATHEATER FERRY SERVICE	202-4
G.	PROOF OF SHIPMENT AND PROOF OF DELIVERY	202-4
H.	UNDELIVERABLE SHIPMENTS	202-5
I.	DRAYAGE, PICK-UP, AND DELIVERY SERVICES.....	202-5
J.	DEMURRAGE, DETENTION, AND STORAGE	202-5
K.	HOLDING, DIVERSION AND RECONSIGNMENT	202-5
L.	TRACING AND TRACKING	202-7
M.	EXPEDITED SERVICE	202-7
N.	TRANSIT TIMES	202-7
O.	PERMITS FOR MOTOR SHIPMENTS.....	202-8
P.	USE OF CARRIER EQUIPMENT	202-9
Q.	DEFENSE FREIGHT RAIL INTERCHANGE FLEET (DFRIF)	202-9
R.	WEIGHING CARGO.....	202-11
S.	ANIMAL SHIPMENTS	202-11
T.	PREPARATION, DESCRIPTION, AND CONSOLIDATION OF CARGO	202-11
U.	EXCESS VALUATION.....	202-12
V.	LIFTING AND TIEDOWN PROCEDURES	202-12
W.	DRIVEAWAY AND TRUCKAWAY SERVICE	202-12
CHAPTER 203 EXPORT CARGO SHIPMENTS		203-1
A.	GENERAL	203-1
B.	POLICY.....	203-1
C.	SHIPMENT PROCEDURES	203-2
D.	SHIPPER REQUIREMENTS AND PROCEDURES	203-10
E.	TRANSSHIPPER REQUIREMENTS AND PROCEDURES	203-33
F.	RECEIVER REQUIREMENTS AND PROCEDURES	203-68
G.	AGRICULTURAL INSPECTIONS.....	203-70
H.	JMTCA	203-70
I.	FMS SHIPMENTS.....	203-72
J.	FORECASTING CARGO REQUIREMENTS.....	203-72
CHAPTER 204 HAZARDOUS MATERIAL.....		204-1
A.	GENERAL	204-1
B.	RESPONSIBILITIES	204-1
C.	REGULATORY REQUIREMENTS	204-3
D.	TRAINING.....	204-5
E.	EXPLOSIVES HAZARD CLASSIFICATION	204-8
F.	MOVEMENT OF HAZMAT.....	204-9
G.	FORMS	204-13
H.	EXEMPTIONS, COE, AND CAA.....	204-15

CHAPTER 205 MOVEMENT OF SECRET, CONFIDENTIAL, CCI, AND SENSITIVE MATERIAL	205-1
A. GENERAL	205-1
B. POLICIES.....	205-1
C. RESPONSIBILITIES	205-2
D. RISK CATEGORY DETERMINATION	205-4
E. TPS DETERMINATION	205-7
F. SMALL SHIPMENTS OF AA&E.....	205-7
G. SEALING OF MOTOR CONVEYANCES.....	205-7
H. SEALS FOR EXCLUSIVE USE	205-8
I. PACKAGE MARKINGS.....	205-8
J. REQUEST FOR ROUTING	205-9
K. BL	205-9
L. REPSHIP	205-9
M. UNIT MOVES	205-9
N. TARPULIN REQUIREMENTS.....	205-9
O. TPS REQUIREMENTS AND STANDARDS	205-9
P. EMERGENCY HOT LINES.....	205-14
Q. CARRIER ASSISTANCE	205-14
R. ON-ROAD EMERGENCIES.....	205-18
S. SHIPMENT DELAY OR MISHAP.....	205-18
T. MOVEMENT OF CLASSIFIED SHIPMENTS VIA GSA CONTRACT CARRIER	205-18
U. RETROGRADE SHIPMENTS	205-18
V. EXAMPLES OF AA&E SHIPMENT CATEGORIES.....	205-23
CHAPTER 206 BILLS OF LADING (BLS).....	206-1
A. GENERAL	206-1
B. BL APPLICATIONS.....	206-1
C. CBL APPLICATIONS	206-3
D. ISSUANCE	206-4
E. COLLECT CBL	206-5
F. ACCOUNTABILITY	206-7
G. DISTRIBUTION	206-8
H. PREPARATION	206-8
I. BL CORRECTION NOTICE.....	206-9
J. BLOC	206-9
CHAPTER 207 CARRIER PERFORMANCE.....	207-1
A. GENERAL	207-1
B. SCOPE	207-1
C. RESPONSIBILITIES	207-1
D. BENEFITS AND USE OF THE CFM SYSTEM	207-2

E.	SERVICE ELEMENTS AND STANDARDS	207-2
F.	CARRIER NOTIFICATION	207-3
G.	REPORTING SERVICE FAILURES	207-3
H.	NON-USE	207-4
I.	CARRIER APPEAL.....	207-4
J.	CARRIER REINSTATEMENT.....	207-4
K.	CARRIER PERFORMANCE FILE.....	207-4
L.	CONTAINER AGREEMENT PERFORMANCE.....	207-5
CHAPTER 208 PACKAGING AND HANDLING.....		208-1
A.	GENERAL	208-1
B.	RESPONSIBILITIES	208-1
C.	REPACKAGING	208-1
D.	HANDLING.....	208-1
E.	MARKING AND LABELING.....	208-2
F.	UNITIZATION	208-3
CHAPTER 209 LOST, DAMAGED, OVER, SHORT, AND ASTRAY CARGO.....		209-1
A.	GENERAL	209-1
B.	RESPONSIBILITIES	209-1
C.	JDGACP.....	209-1
D.	PREVENTIVE ACTIONS	209-3
E.	SURVEYING CARRIER FACILITIES.....	209-3
F.	DELIVERING ASTRAY CARGO TO TOs.....	209-3
G.	CHECKING SHIPMENTS UPON DELIVERY	209-3
H.	WHEN DISCREPANCIES EXIST	209-3
I.	SHORTAGE OF CLASSIFIED OR SENSITIVE MATERIAL	209-4
J.	DAMAGED MATERIAL.....	209-4
K.	RELEASE OF CLASSIFIED, SENSITIVE, OR TECHNICAL MATERIAL	209-5
L.	OVERAGE.....	209-5
M.	INCREASED LIABILITY COVERAGE	209-5
CHAPTER 210 TRANSPORTATION DISCREPANCY REPORT (TDR)		210-1
A.	GENERAL	210-1
B.	RESPONSIBILITIES	210-1
C.	EXCEPTIONS	210-4
D.	DOCUMENTS AND THEIR USE	210-5
E.	REPORTING GUIDELINES	210-6
F.	REPORTING REQUIREMENTS.....	210-8
G.	CARGO OUT-TURN REPORTING SYSTEM (CORS)	210-16
H.	MISCELLANEOUS TRANSPORTATION DISCREPANCIES	210-18
I.	TDR DISTRIBUTION AND ADDRESSES.....	210-19
J.	CODES	210-25

APPENDICES

R	Transportation Facilities Guide (TFG) Instructions	R-1
S	Routing Instruction Notes (RIN) List Key To Number Series	S-1
T	Defense Freight Rail Interchange Fleet (DFRIF) Car Report FORMATS	T-1
U	Export Traffic Release Request (ETRR) Procedures	U-1
V	Security Assistance (SA) Program Shipments: Foreign Military Sales (FMS) And Grant Aid, Formerly Military Assistance Program (MAP).....	V-1
W	Sealift and Airlift Forecasting	W-1
X	Electronic Data Interchange (EDI) Operating Instructions for Preparation of the Government Bill of Lading (GBL) fo Submission to Defense Finance and Accounting Service Indianapolis Center (DFAS-IN)	X-1
Y	Government bill of Lading Office Code (GBLOC) Listing	Y-1
Z	Transportation Discrepancy Report (TDR) Instructions.....	Z-1
AA	Defense Accounting and Finance Service (DFAS) Accounting and Disbursing Station Numbers (ADSN) Supporting Air Force	AA-1
BB	Management Reform Memorandum #15 Business Processes and Procedures	BB-1
CC-1	Transportation Control Number (TCN).....	CC-1-1
CC-2	Transportation Control and Movement Document (TCMD)/ Data Preparation..	CC-2-1
CC-3	Transportation Control and Movement Document (TCMD) Effectiveness Reporting System	CC-3-1
CC-4	Unit Moves	CC-4-1
CC-5	Continental United States (CONUS) Water Port of Embarkation (WPOE) Selection Guide	CC-5-1
CC-6	Reserved	CC-6-1
CC-7	Clearance Authorities and Booking Offices	CC-7-1
CC-8	Procedures for Transporting Government-Owned Small Arms, Ammunition, and Hazardous Materials (HAZMAT) Aboard Commercial Aircraft In Scheduled and Charter Service.....	CC-8-1
CC-9	Shipment Tracing, Diverting, and Holding	CC-9-1
CC-10	Uniform Material Movement and Issue Priority System (UMMIPS) Standards	CC-10-1
CC-11	Transportation Account Code (TAC) Policy And Procedures	CC-11-1
CC-12	Intransit Data Reporting.....	CC-12-1
CC-13	Technical Details for 2 Dimensional (2D) Bar Coding	CC-13-1
DD	Defense Transportation Regulation (DTR) Codes from the Table Management Distribution System (TMDS)	DD-1
DD-1	Air Commodity and Special Handling codes	DD-1-1
DD-2	Mail Special Handling Codes	DD-2-1
DD-3	Air Dimension Codes	DD-3-1
DD-4	Air Terminal Identifier Codes (Aerial Port Codes)	DD-4-1
DD-5	Reserved	DD-5-1
DD-6	Estimated Time of Arrival	DD-6-1
DD-7	Pay Grade Code	DD-7-1
DD-8	Transportation Mode/Method Codes	DD-8-1
DD-9	Reserved	DD-9-1

DD-10	Vessel Status and Terms of Carriage Codes (V-STAT Term Carriage).....	DD-10-1
DD-11	Vessel Sustaining Codes (Voyage Itinerary Point Self Sustainability Code)	DD-11-1
DD-12	Water Commodity Codes	DD-12-1
DD-13	Water Special Handling Codes.....	DD-13-1
DD-14	Water Port Identifier Codes (Water Ports)	DD-14-1
DD-15	Water Type Cargo Code	DD-15-1
EE	Defense Transportation Regulation Codes	EE-1
EE-1	Air Cargo Manifest Reference Codes.....	EE-1-1
EE-2	Consolidation and Containerization Point (CCP) and Continental United States (CONUS) Freight Distribution Center Codes	EE-2-1
EE-3	Container and Roll On/Roll Off (Ro/Ro) Number Codes	EE-3-1
EE-4	Date Shipped and Received Codes	EE-4-1
EE-5	Ocean Carrier Codes.....	EE-5-1
EE-6	SEAVAN Ownership Codes.....	EE-6-1
EE-7	Type Pack Codes	EE-7-1
EE-8	Vessel Stowage Location Codes.....	EE-8-1
EE-9	Voyage Document Number Codes	EE-9-1
EE-10	Voyage Manifest Reference Codes.....	EE-10-1
EE-11	Other Codes in the Defense Transportation Regulation (DTR).....	EE-11-1
EE-12	Miscellaneous Codes and Charts	EE-12-1
EE-13	Military Customs Inspector Codes	EE-13-1
EE-14	Document Identifier(DI) Codes.....	EE-14-1

FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
202-1	Sample Completed DD Form 1085	202-14
202-2	DOD Standard Transit Time Guide-Truckload.....	202-15
202-3	DOD Standard Transit Time Guide-Less Truckload.....	202-16
202-4	Route Order Number Codes and Structure.....	202-17
202-5	Consignee's Receipt for Delivery at Stop Off/Unloading Point, DD Form 1371	202-18
202-6	Route Order Amendment, DD Form 2017.....	202-19
203-1	Application of Transportation Priorities	203-73
203-2	Time Standards for Issuance of an ETR.....	203-74
203-3	TCMD Submission for Water Shipments	203-75
203-4	GBL Header Data Format for Shipments to Water Ports.....	203-76
203-5	TCMD Submission for Air Shipments.....	203-77
203-6	Transportation Holding Delay Codes.....	203-78
203-7	Instructions for Completing the DD Form 1387 (Other Than Mail).....	203-79
203-8	Completing the DD Form 1387, Military Shipment Label (Mail)	203-80
203-9	TAW Transactions	203-81
203-10	TAV Transactions	203-82
203-11	Air Manifest Header Data Entries	203-83
203-12	Air Cargo Pallet Header Entries DD Form 1385 or Automated Format.....	203-84
203-13	Prime Data Entries for Shipment Units on Air Manifests.....	203-86

203-14	Ocean Manifest Header Data Entries	203-87
203-15	Instructions for Preparing Manifest Adjustments	203-89
203-16	Ocean Cargo Manifest Recapitulation Data Entries.....	203-91
203-17	Ocean Cargo Manifest Summary Data Entries	203-93
203-18	Cargo Traffic Message Data Entries	203-96
203-19	Information to be Listed on the Ocean Bill of Lading	203-98
203-20	Distribution of Ocean Cargo Manifest.....	203-99
203-21	Explanation of Codes for Ocean Cargo Manifest Distribution	203-101
203-22	Distribution of Ocean Bill of Lading	203-102
203-23	Cargo Outturn Advisory and Reconciliation Message.....	203-103
204-1	Sample of Completed GBL (SF 1103) for a HAZMAT Shipment	204-17
204-2	Illustration of REPSHIP Data Requirements for Individual Shipments of HAZMAT and Inert Component Parts	204-19
204-3	Illustration of REPSHIP Data Requirements for Containerization of HAZMAT and Inert Component Parts For Export.....	204-21
204-4	DOT Exemption Points of Contact	204-23
204-5	COE POC Ammunition and Related Items.....	204-26
204-6	CAA POC.....	204-29
204-7	JMTCA Export Offering	204-30
204-8	Acknowledgment of Receipt of Ammunition ETRR.....	204-31
204-9	Sample DD Form 626, Motor Vehicle Inspection	204-33
204-10	Sample DD Form 836	204-36
204-11	Sample Container Packing Certificate or Vehicle Packing Declaration	204-40
205-1	Risk Assessment Table.....	205-19
205-2	Minimum Security Standards for AA&E Shipments.....	205-20
205-3	Examples of AA&E Shipment Categories.....	205-23
205-4	Minimum Security Standards for Classified Material.....	205-24
205-5	Sample DD Form 1907, Signature and Tally Record.....	205-25
205-6	General Description of Security Cages	205-26
205-7	Instructions for Completing the DD Form 1387-2.....	205-27
205-8	ANSI X.12 to DOD Code Conversion Table	205-28
207-1	Sample Letter of Warning	207-6
207-2	Sample Notice of Non-Use Status.....	207-7
208-1	ICPs	208-4
208-2	Illustration of Stencil Marking	208-5
208-3	Military Shipping Label, Small Package Express Shipment.....	208-6
208-4	Military Shipping Label, Bill of Lading Shipment.....	208-7
208-5	Military Shipping Label, Automated Identification Technology (AIT)	208-8
208-6	Instructions for Completing the Military Shipping Label	208-9
210-1	Sample Joint Message Form	210-26
210-2	Sample SF 361, Transportation Discrepancy Report (TDR), Source Document for Claims	210-27
210-3	SF 361, Sample for Discrepancies Discovered by Other Agencies	210-29
210-4	SF 361, Sample of a Request for Information.....	210-30

210-5	SF361, Sample of Source Document for Claims (Unclassified or Unprotected Shipment).....	210-31
210-6	Sample of Completed DD Form 470, Cargo Out-Turn Report.....	210-32
210-7	SF361, Sample of an Astray Freight Request for Information.....	210-33
210-8	Sample SF 361, Sample TDR, Miscellaneous Problems	210-34
R-1	TFG Main Menu Screen.....	R-5
R-2	TFG General Query Screen	R-6
R-3	TFG General Query Screen (including data).....	R-7
R-4	TFG Notes Screen (query mode).....	R-8
R-5	General Information Screen	R-9
R-6	Pop-up Address Options.....	R-9
R-7	Consignee Address Screen	R-10
R-8	TFG Telephone Directory Screen	R-11
R-9	Point of Contact/Location Screen.....	R-11
R-10	Embargo Information Screen	R-12
R-11	Tenant/Satellite Information Screen.....	R-13
R-12	Host DODAAC Information Screen	R-13
R-13	Worldwide Express Address Screen	R-14
R-14	Motor Information Screen (First Page)	R-15
R-15	Motor Information Screen (Second Page).....	R-16
R-16	Motor Destination Screen.....	R-16
R-17	Motor Maximum Capacity Screen	R-17
R-18	Rail Destination Information Screen (First Page)	R-17
R-19	Rail Destination Information Screen (Second Page).....	R-18
R-20	Rail Service Screen	R-19
R-21	Rail Maximum Capacity Screen.....	R-19
R-22	Air Destination Information Screen	R-20
R-23	Air Service Screen.....	R-21
R-24	Commercial Ground Support Equipment Screen.....	R-21
R-25	Military Ground Support Equipment Screen.....	R-22
R-26	Bus Destination Information Screen	R-22
R-27	Bus Service Screen.....	R-23
R-28	Water Destination Information Screen.....	R-24
R-29	Commercial Facilities Screen.....	R-25
R-30	Military Facilities Screen	R-26
R-31	Limiting Factors Screen	R-26
R-32	A&E Facilities Screen	R-27
R-33	Passenger Destination Screen.....	R-27
R-34	Passenger Traffic Screen	R-28
R-35	Passenger Hotel Facilities Screen.....	R-29
R-36	Passenger Other Services Screen	R-29
R-37	TFG General Update Screen	R-30
R-38	TFG Notes Screen (Update Mode).....	R-31
R-39	TFG General Update Screen	R-32
R-40	General Information Screen	R-33

R-41	Pop-up Address Options Screen.....	R-33
R-42	Consignee Address Screen	R-34
R-43	TFG Telephone Directory Screen	R-35
R-44	Point of Contact/Location Screen.....	R-36
R-45	Embargo Information Screen	R-37
R-46	Tenant/Satellite Information Screen.....	R-38
R-47	Host DODAAC Information Screen	R-39
R-48	Worldwide Express Address Screen	R-39
R-49	Motor Information Screen (First Page)	R-40
R-50	Motor Information Screen (Second Page).....	R-41
R-51	Motor Destination Screen.....	R-41
R-52	Motor Maximum Capacity Screen	R-42
R-53	Rail Destination Screen (First Page)	R-43
R-54	Rail Destination Screen (Second Page).....	R-44
R-55	Rail Service Screen	R-44
R-56	Rail Maximum Capacity Screen.....	R-45
R-57	Air Destination Screen	R-45
R-58	Air Service Screen.....	R-46
R-59	Commercial Ground Support Equipment Screen.....	R-46
R-60	Military Ground Support Equipment Screen.....	R-47
R-61	Bus Destination Screen	R-47
R-62	Bus Service Screen.....	R-48
R-63	Water Destination Screen.....	R-48
R-64	Commercial Facilities Screen.....	R-49
R-65	Military Facilities Screen	R-50
R-66	Limiting Factors Screen	R-50
R-67	A&E Facilities Screen	R-51
R-68	Passenger Destination Screen.....	R-52
R-69	Passenger Traffic Screen	R-53
R-70	Passenger Traffic-Hotel Facilities Screen	R-53
R-71	Passenger Other Services Screen	R-54
R-72	MTMC Pamphlet	R-55
R-73	MTMC Pamphlet: List of Safe Haven Sites.....	R-56
R-74	Safe Haven Update Screen	R-57
R-75	Safe Haven Update Screen (including data).....	R-58
R-76	Safe Haven Query Screen.....	R-60
R-77	Safe Haven Pending Approval Screen	R-61
R-78	TFG Activities by Branch of Service	R-62
R-79	TFG Sites that Need to Update Their Records.....	R-63
R-80	List of Incompatible Branches of Service, DODAACs and GBLOCs.....	R-64
R-81	TFG Main Menu Screen.....	R-65
R-82	Table Lookup Screen.....	R-66
R-83	Modify Login Screen.....	R-67
R-84	Add New DODAAC Screen.....	R-68
R-85	Delete DODAAC Screen.....	R-68

R-86	Delete DODAAC Pop-Up Screen	R-69
R-87	Change DODAAC Screen.....	R-70
R-88	General Audit Report	R-71
R-89	Audit Report Parameter Form	R-72
R-90	Audit Report in a Specific Range.....	R-73
R-91	MTMC Terminal Server Options Screen.....	R-75
R-92	Transportation Facilities Guide Main Menu	R-78
R-93	Field Module System Menu	R-80
R-94	Host Utilities Pop-Up Menu.....	R-80
R-95	Transportation Facilities Guide Prompt	R-81
R-96	Transportation Facilities Guide General Section	R-82
R-97	Transportation Facilities Guide General Section. (1 of 4)	R-83
R-98	Transportation Facilities Guide General Section (2 of 4)	R-84
R-99	Transportation Facilities Guide General Section (3 of 4)	R-84
R-100	Transportation Facilities Guide General Section (4 of 4)	R-85
R-101	Transportation Facilities Guide Section Menu.....	R-85
R-102	Motor Shipping and Receiving Information (1 of 3).....	R-86
R-103	Motor Shipping and Receiving Information (Figure 2 of 3)	R-87
R-104	Motor Shipping and Receiving Information (3 of 3).....	R-87
R-105	Rail Shipping and Receiving Information (1 of 3).....	R-88
R-106	Rail Shipping and Receiving Information (2 of 3).....	R-89
R-107	Rail Shipping and Receiving Information (3 of 3).....	R-89
R-108	Air Shipping and Receiving Information (1 of 3)	R-90
R-109	Air Shipping and Receiving Information (2 of 3)	R-91
R-110	Air Shipping and Receiving Information (3 of 3)	R-91
R-111	Bus Shipping and Receiving Information	R-92
R-112	Water Shipping and Receiving Information (1 of 3).....	R-93
R-113	Water Shipping and Receiving Information (2 of 3).....	R-94
R-114	Water Shipping and Receiving Information (3 of 3).....	R-94
R-115	Passenger Traffic Information (1 of 3).....	R-95
R-116	Passenger Traffic Information (2 of 3).....	R-96
R-117	Passenger Traffic Information (3 of 3).....	R-96
R-118	Limiting Factors Pop-Up Window for Water Shipping and Receiving	R-99
R-119	Ammunition and Explosives (A&E) Facilities Pop-Up Window for Water Shipping and Receiving	R-100
R-120	DBA Report Entry Screen.....	R-101
R-121	Sample DBA Report.....	R-101
R-122	User Report Entry Screen.....	R-102
R-123	Missing DODAAC Pop-Up Window.....	R-102
R-124	Sample User Report	R-103
V-1	Constructing an MAPAC	V-31
V-2	International Logistics Control Office Freight Forwarder Assistance	V-35
W-1	Format for Submitting Long-Range Surface Cargo Forecast.....	W-5
W-2	Format for Submitting Long-Range Airlift Requirements.....	W-9
W-3	Format for Submitting Short-Range Airlift Requirements.....	W-10

BB-1-1	Surface Commercial Payment Process Flow Diagram.....	BB-1-2
BB-2-1	Sealift Commercial Carrier Payment Process	BB-2-2
BB-3-1	COMALOC Payment Process Flow Diagram.....	BB-3-2
BB-5-1	Fuel Commercial Payment Process Flow Diagram.....	BB-5-2
CC-2-1	Decision Table for TCMD Preparation	CC-2-3
CC-2-2	Prime Data TCMD Entries for Single Shipment Units (DI T_0/l) (including empty SEAVAN/MILVAN/CONEX)	CC-2-5
CC-2-3	Prime Data TCMD Entries for Single Shipments by DCS	CC-2-7
CC-2-4	Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2).....	CC-2-8
CC-2-5	Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T_2)	CC-2-10
CC-2-6	Prime Data TCMD Entries for Loaded Channel Air 463L Air Pallets (DI T_2)	CC-2-12
CC-2-7	Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)	CC-2-13
CC-2-8	Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4).....	CC-2-15
CC-2-9	Trailer Data TCMD Entries (DI T_5) for All Vehicles, Unit Movement, Pre- Positioned and Outsize General Cargo Requirements	CC-2-17
CC-2-10	Trailer Data TCMD Entries for Ammunition Round Count, HAZMAT, Stock Number, and International Maritime Organization (IMO) Classification (DI T_6)	CC-2-19
CC-2-11	Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T_7)	CC-2-21
CC-2-12	Trailer Data TCMD Entries for HHGs and Baggage Ownership Data (DI T_8).....	CC-2-22
CC-2-13	Trailer Data TCMD Entries For General Miscellaneous Information Not Otherwise Detailed (DI T_9).....	CC-2-24
CC-2-14	Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI-T_9) (Includes Empty SEAVAN/MILVAN/CONEX)	CC-2-26
CC-2-15	Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)	CC-2-28
CC-2-16	Trailer Data TCMD Entries For Additional Required HAZMAT Information (DI T_9)	CC-2-29
CC-2-17	Trailer TCMD Entries for Personal Property Address Information (DI T_9)	CC-2-31
CC-2-18	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicles.....	CC-2-32
CC-2-19	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles 1 to 4).....	CC-2-34
CC-2-20	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles 5 to 9).....	CC-2-36
CC-2-21	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles Ten to Twelve).....	CC-2-37

CC-2-22	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Palletized Cargo	CC-2-38
CC-2-23	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Palletized Cargo	CC-2-40
CC-2-24.	Data Entries When Using Electronically Transmitted Message (ETM) Format for an Advance TCMD	CC-2-41
CC-3-1	Error Codes for TCMD Effectiveness Reports	CC-3-3
CC-3-2	Example of Monthly MTMC Shipper Effectiveness Report.....	CC-3-6
CC-3-3	Example of the Monthly MTMC Shipper Effectiveness Summary Sent to Shippers Meeting or Exceeding the Standards.....	CC-3-7
CC-4-1	STANAGs	CC-4-7
CC-9-1	Tracing Request (TM1).....	CC-9-4
CC-9-2	ETM Entries for Tracing (TM1), Diversion (TM2), and Hold Request (TM3).....	CC-9-5
CC-9-3	Tracing Reply (TMA).....	CC-9-6
CC-9-4	ETM Entries for Tracing Reply (TMJ)	CC-9-7
CC-9-5	Diversion Request (TM2).....	CC-9-8
CC-9-6	Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority.....	CC-9-9
CC-9-7	Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority	CC-9-10
CC-9-8	Shipment Hold Request/Authorization (TM3) Disposition Instruction (TMS).....	CC-9-11
CC-9-9	POE Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT),and Denial (TML)	CC-9-12
CC-9-10	POD Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT) and Denial (TML)	CC-9-13
CC-11-1	Standard Transportation Billing Print Format.....	CC-11-1-2
CC-11-2	Standard Electronic Transportation Billing Formats.....	CC-11-1-3
CC-11-3	Standard Transportation Billing Format Data Element Descriptions	CC-11-1-5
CC-11-4	Erroneous TAC/TCN Data Element Definitions	CC-11-1-8
CC-11-5	Rate Basis Codes and Definitions	CC-11-1-8
CC-12-1	Intransit Data Entries for Intratheater Airlift Origin and Intermediate Terminals (TK1/TK2).....	CC-12-4
CC-12-2	Intransit Data Entries for Intratheater Airlift Final Terminal (TK3)	CC-12-5
CC-12-3	Intransit Data Entries for GBL Shipments Within CONUS and Overseas Intratheater/Retrograde Shipments (TK4).....	CC-12-6
CC-12-4	Intransit Data Entries for AMC APOD Receipt and Lift (TK6)	CC-12-8
CC-12-5	Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)	CC-12-9
CC-12-6	Intransit Data Entries for Air Force Consignees (TK8)	CC-12-11
CC-13-1	2D Bar Code Data Sources and Authority	CC-13-5
CC-13-2	General Cargo Shipping Label 2D Symbol Format	CC-13-8
CC-13-3	Vehicle (Non-POV/Non-Unit Move) Shipping Label 2D Symbol Format.....	CC-13-10
CC-13-4	Ordnance Shipping Label 2D Symbol Format	CC-13-12
CC-13-5	Personal Property Shipping Label 2D Symbol Format	CC-13-14

CC-13-6	Unit Move Shipping Label 2D Symbol Format	CC-13-16
CC-13-7	Seavan Shipping Label 2D Symbol Format	CC-13-18

TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
1	UMMIPS Time Standards for Transportation Priority 1.....	CC-10-3
2	UMMIPS Time Standards for Transportation Priority 2.....	CC-10-4
3	UMMIPS Time Standards for Transportation Priority 3.....	CC-10-5
CC-13-1	Excerpt from “Subset of ASCII/ISO 646”	CC-13-1

REFERENCES

(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.)

1. Management Reform Memorandum (MRM) #15, Reengineering Defense Transportation Documentation and Financial Processes.
2. Memorandum for Directors, Defense Finance and Accounting Service Centers; Subject: Interim Manual Operating Procedures for Commercial Transportation Purchased Through the U.S. Bank PowerTracksm Service (Section 5.1, “Default LOA Assignment Notification”), 30 June 1999.
3. United States Code, Title 7, Section 151, Plant Quarantine Act.
4. United States Code, Title 10, Section 162, Combatant Commands: Assigned Forces; Chain of Command.
5. United States Code, Title 46, Section 1242, Shipping.
6. United States Code, Title 49, Insurance.
7. United States Code, Title 50, Section 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters.
8. Federal Acquisition Regulation, Part 19.403, Small Business Administration Breakout Procurement Center Representative.
9. Federal Acquisition Regulation, Part 42.1402, Volume Movements within the Continental United States.
10. Federal Acquisition Regulation, Part 42.1403, Shipping Documents Covering F.O.B. Origin Shipments.
11. Federal Acquisition Regulation, Subpart 47.3, Transportation in Supply Contracts.
12. Defense Federal Acquisition Regulation Supplement, Part 225.7301, General.
13. Defense Transportation Regulation, Part III, Mobility.
14. Defense Transportation Regulation, Part IV, Personal Property.
15. Department of Defense Directive 3005.7, Emergency Requirements, Allocations, Priorities, and Permits for Department of Defense use of Domestic Civil Transportation.
16. Department of Defense Directive 4140.1, Materiel Management Policy.

17. Department of Defense Directive 4500.54-G, Foreign Clearance Guide.
18. Department of Defense Directive 4500.9, Transportation and Traffic Management.
19. Department of Defense Directive 5010.38, Management Control (MC) Program.
20. Department of Defense Directive 5158.4, United States Transportation Command.
21. Department of Defense Directive 5200.33, Defense Courier Service.
22. Department of Defense Directive 5210.65, Chemical Agent Security Program.
23. Department of Defense Financial Management Regulation 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.
24. Department of Defense Instruction 4000.19, Interservice and Intragovernmental Support.
25. Department of Defense Instruction 4100.31, Reports on Single Manager Operations.
26. Department of Defense Instruction 4500.17, Proceedings Before Transportation Regulatory Bodies.
27. Department of Defense Manual 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP).
28. Department of Defense Manual 4000.25-2-M, Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP).
29. Department of Defense Manual 4000.25-6-M, Part I, Department of Defense Activity Address Directory (DODAAD).
30. Department of Defense 4140.25-M, Management Of Bulk Petroleum Products, Storage, and Distribution Facilities.
31. Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
32. Department of Defense Manual 5105.38-M, Security Assistance Management Manual.
33. Department of Defense Manual 5220.22-M, Industrial Security Manual for Safeguarding Classified Information.
34. Department of Defense Regulation 4140.1-R, DOD Material Management Regulation.
35. Department of Defense Regulation 4500.9-R-1, Management and Control of the DoD Intermodal Container System (Volume I).

36. Department of Defense Regulation 4500.36-R, Management, Acquisition, and Use of Motor Vehicles.
37. Department of Defense Regulation 4515.13-R, Air Transportation Eligibility.
38. Department of Defense Regulation 5030.49-R, Customs Inspection.
39. Department of Defense Regulation 5200.1-R, Information Security Program.
40. Department of Defense 6055.9-Standard (STD), DoD Ammunition and Explosives Safety Standard.
41. Code of Federal Regulations, Title 15, Commerce and Foreign Trade.
42. Code of Federal Regulations, Title 19, Customs Duties.
43. Code of Federal Regulations, Title 22, Section 121.1, General. The United States Munitions List.
44. Code of Federal Regulations, Title 22, Section 123, Licenses for the Export Defense Articles.
45. Code of Federal Regulations, Title 22, Section 125, Licenses for the Export of Technical Data and Classified Defense Articles.
46. Code of Federal Regulations, Title 22, Section 126.5, Canadian Exemptions.
47. Code of Federal Regulations, Title 40, Protection of Environment, Part 262, Standards Applicable to Generators of Hazardous Waste.
48. Code of Federal Regulations, Title 41, Chapter 101, Federal Property Management Regulations.
49. Code of Federal Regulations, Title 49, Transportation.
50. Code of Federal Regulations, Title 49, Transportation, Parts 100-177.
51. Code of Federal Regulations, Title 49, Transportation, Parts 100-185.
52. Code of Federal Regulations, Title 49, Transportation, Parts 100-199.
53. Code of Federal Regulations, Title 49, Transportation, Parts 171.8, Definitions and Abbreviations.
54. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 101, Purpose and Use of Hazardous Materials Table.
55. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 102, Special Provisions.

56. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 172.519, General Specifications for Placards.
57. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 202, Description of Hazardous Material on Shipping Papers.
58. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 203, Additional Description Requirements.
59. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 205, Hazardous Waste Manifest.
60. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 430, Poison Labels.
61. Code of Federal Regulations, Title 49, Transportation, Part 172, Section 704, Training Requirements.
62. Code of Federal Regulations, Title 49, Transportation, Part 172, Subpart D, Marking.
63. Code of Federal Regulations, Title 49, Transportation, Part 172, Subpart E, Labeling.
64. Code of Federal Regulations, Title 49, Transportation, Part 172-178.
65. Code of Federal Regulations, Title 49, Transportation, Part 173, Shippers—General Requirements for Shipments and Packagings.
66. Code of Federal Regulations, Title 49, Transportation, Part 173, Section 7b, U.S. Government Material.
67. Code of Federal Regulations, Title 49, Transportation, Part 173.59 Description of Terms for Explosives.
68. Code of Federal Regulations, Title 49, Transportation, Part 173.62, Specific Packaging Requirements for Explosives.
69. Code of Federal Regulations, Title 49, Transportation, Part 173, Section 417, Authorized Fissile Materials Packages.
70. Code of Federal Regulations, Title 49, Transportation, Part 174.81, Segregation of Hazardous Materials.
71. Code of Federal Regulations, Title 49, Transportation, Part 174.104, Division 1.1 or 1.2 (Class A Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.
72. Code of Federal Regulations, Title 49, Transportation, Part 397, Transportation of Hazardous Materials, Driving, and Parking Rules.
73. Joint Publication 1-02, DOD Dictionary of Military and Associated Terms.

74. AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505 DLAI 4145.3, Preparation of Hazardous Materials for Military Air Shipments.
75. AFJMAN 23-209/DLAI 4145.11/TM 38-410/NAVSUP PUB 573/ MCO 4450.12A, Storage and Handling of Hazardous Materials.
76. Air Mobility Command Instruction (AMCI) 10-202, Volume 3, Contingency and Wartime Air Mobility Management.
77. Army, TB 55-46-1; Navy, NAVFAC P-1055, Standard Characteristics, (Dimensions, Weight, and Cube) For Transportability of Military Vehicles and Other Outsize/Overweight Equipment (In Toe Line Item Number Sequence).
78. Army Material Command Regulation (AMCR) 385-100, Safety Manual.
79. AR 40-12/SECNAVINST 6210.2A/AFI 48-104, Quarantine Regulations of the Armed Forces.
80. AR 55-80, Navy Operational Instruction 11210.1B, Marine Corps Order 11210.2C, Defense Logistics Agency Regulation 4500.19, Highways for National Defense.
81. AR 55-27, Vehicle Movement Schedule for Shipment Forecast.
82. AR 55-29, Military Convoy Operations in CONUS.
83. AR 190-11, Physical Security of Arms, Ammunition, and Explosives.
84. DLAI 4140.55/SECNAVINST 4355.18A/AFJMAN 23-215/AR 735-11-2, Reporting of Supply Discrepancies.
85. Defense Logistics Agency Document (DLAD) 4145.41/Army Regulation 700-143/AFJI 24-210/NAVSUPINST 4030.55A/MCO 4030.40A, Packaging of Hazardous Materials.
86. Defense Logistics Agency Document (DLAD) 5000.4, Contract Management.
87. MTMC Publication, DOD/GSA Joint Military Astray Freight Committees Handbook/Directory.
88. MTMC Pamphlet 385-1, Safe Haven/Refuge Secure Holding Locations.
89. MTMC Freight Traffic Rules Publication No. 10 (MFTRP No. 10), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Rail Carrier.
90. MTMC Guaranteed Traffic Rules Publication No. 50 (MGTRP No. 50).
91. MTMCCTEA Pamphlet 55-19, Tie-down Handbook for Rail Movements.
92. MTMCCTEA Reference 55-20, Tie-down Handbook for Truck Movements.

93. MTMCTEA Reference 55-21, Lifting and Tie-down Handbook of U.S. Military Helicopters for Marine Transport.
94. MTMCTEA Reference 55-22, Marine Lifting and Lashing Handbook.
95. MTMCTEA Reference 55-23, Containerization of Military Vehicles.
96. SW020-AC-SAF-010, Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials.
97. International Air Transport Association (IATA) Dangerous Goods Regulations.
98. International Civil Aviation Organization Technical Instruction.
99. International Maritime Dangerous Goods Code.
100. USTRANSCOM Regulation 110-5, Acquisition Oversight Group.
101. MIL-HDBK-129, Military Marking.
102. MIL-STD-129, Standard Practice for Military Marking.
103. MIL-STD-147, Palletized Unit Load.
104. Office of the Administrator Publication, 1025.2, Information Security.
105. National Security Agency Communication Security Manual.
106. 2000 Emergency Response Guidebook (ERG 2000).
107. National Motor Freight Classification Guidelines, Item 300135, Reporting Concealed Damages.

DEFINITIONS

1. **Abbreviated Transportation Accounting Classification (ATAC)**. Alphanumeric code used in lieu of a full 23-character line of accounting.
2. **Accessorial Service**. A service performed by a carrier in addition to the linehaul.

Foreign Military Sales (FMS) Separate charges added to the standard price of materiel for each FMS case. The charges cover the expenses of packing, handling, crating, transportation, and supply operations associated with the preparation and delivery of FMS materiel.

Land. Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, and reconsigning.
3. **Accountable Official**. The designated person who ensures that a system of internal procedures and controls for the portion of the entitlement- and/or payment-related process under their cognizance is in place to minimize opportunities for erroneous payments and to ensure that all procedural safeguards affecting proposed payments are observed; the Accountable Official supports their respective certifying officers with timely and accurate data, information, and/or service to ensure proper payments (i.e., payments that are supportable, legal, and computed correctly). Reference: Department of Defense Financial Management Regulation (DODFMR), 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.
4. **Accrual Transaction**. An accounting transaction that adjusts the initial government obligation that is in the accounting records.
5. **Active Duty**. Full-time duty in a military service of the United States. This includes members of the Reserve components serving on active duty or full-time training duty, but does not include full-time National Guard duty.
6. **Actual Expense Transaction**. The actual is the amount disbursed less interest.
7. **Actual Placement**. The placing of a carrier conveyance in an accessible position for loading or unloading or at a place previously designated by the consignor or consignee.
8. **Actual Value Rate**. A rate based on the actual value of the material shipped.
9. **Address Marking**. Applying data obtained from shipping documents to the shipment unit
The data identifies the shipment and directs its movement to the ultimate consignee.
10. **Aerial Port**. An airfield that has been designated for sustained air movement of personnel and materiel to serve as an authorized port of entrance or departure to or from the country where located.

11. **Aerial Port of Debarkation (APOD)**. A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.
12. **Aerial Port of Embarkation (APOE)**. A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.
13. **Agreed Valuation**. The value of articles in a freight shipment agreed upon as the basis on which the freight rate is assessed This valuation establishes a value beyond which recovery cannot be made in event of loss or damage in transit.
14. **Air Charter Service**. Air transportation procured under an arrangement with a commercial air carrier for the exclusive use of one or more aircraft.
15. **Airlift Clearance Authority (ACA)**. A Service activity which controls the movement of cargo (including personal property) into the airlift system under provisions of Department of Defense 4500.9-R, Defense Transportation Regulation, Part II, Cargo Movement.
16. **Air Mobility Command (AMC)** An Air Force major command and United States Transportation Command Air Force component with the primary responsibility for Department of Defense strategic airlift.
17. **Air Movement Designator (AMD)**. An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.
18. **Airport**. An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.
19. **Air Taxi Service**. Air transportation in aircraft having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of federal and state bodies.
20. **Allocation**. Apportioning transportation capability to users.
21. **Ammunition/Explosives**. A device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in connection with defense or offense, including demolition. This also includes ammunition used for training, ceremonial, or non-operational purposes.
22. **Appeal**. Procedure that allows reconsideration of a carrier in non-use or disqualified status.
23. **Area Monitoring Office (AMO)**. The office that is assigned responsibility for monitoring Transportation Discrepancy Report actions in a specific theater or area.
24. **Area of Responsibility (AOR)**. A defined area in which responsibility is specifically assigned to the commander of the area for development and maintenance of installations; control of movement; the conduct of tactical operations involving troops under the

commander's control, along with parallel authority to exercise these functions; and/or acquisition of transportation, storage, and related personal property movement services.

25. **Armed Forces (Military Services)**. The Army, Navy, Air Force, Marine Corps, and Coast Guard.
26. **Armed Forces of the United States**. A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard. See United States Armed Forces.
27. **Army or Air Force Post Office**. A military post office, numerically designated as a branch of the United States Post Office, manned and operated by the Army or Air Force to provide postal services to authorized organizations and personnel.
28. **Assessorial Service**. When the carrier provides any of the services for Assessorial rates, in connection with service provided to government containers, the appropriate Carrier rates contained in the Schedule of Rates will be applicable.
29. **Astray Cargo**. Shipments or portions of shipments found in a carrier's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.
30. **Automatic Approval**. Functionality in PowerTrack that automatically approves for payment shipments that meet the Automatic Approval criteria. These criteria include matching of data elements, Maximum Price Thresholds, and Maximum Price Difference tolerances.
31. **Baggage**. Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member.

Accompanied Baggage. Baggage that accompanies the passenger while traveling.

Unaccompanied Baggage. That portion of member's authorized weight allowance of personal property that does not accompany the passenger and is normally shipped separately from the bulk of his/her personal property by expedited transportation. Also, hold baggage.
32. **Barge**. A flat-bottomed vessel customarily used in commercial ship canals and in ports where ships are unable to load or unload at piers due to shallow drafts.
33. **Basic Issue Item (BII)**. Accessories and tools necessary to operate an end item (i.e., vehicle).
34. **Berth Term**. The shipper is required to pay for and deliver the cargo alongside the ship. The carrier then becomes responsible for paying for and arranging the loading and securing of the cargo, delivering it to the agreed upon destination, and unloading the cargo onto the pier alongside the ship. All linehaul to/from or beside the ship is the responsibility of the shipper.

35. **Best Value**. Selection of contractors/carriers to support Defense Transportation System requirements will utilize a best value approach based on determining factors such as quality of service, past performance, cost/price, claims experience, ability to perform service within stated requirements, and carrier commitment of transportation assets to readiness support. Under the best value approach, cost is not the only factor in carrier selection. Past performance factors include, but are not limited to, on-time pickup and delivery percentage, lost or damaged cargo percentage, number of claims, and provider availability. Service factors include, but are not limited to, carrier ability to respond, routing, and ability to provide in-transit visibility and commitment of transportation assets to readiness support. Carriers/contractors who use the PowerTrack payment processing system for movement of Department of Defense cargo will be given greater consideration under best value criteria when compared to other carriers who do not use the PowerTrack payment system.
36. **Bill of Lading (BL)**. A document that lists and acknowledges the receipt of goods for shipment and specifies the terms and conditions of their transport, or it refers to a charter party and lists the goods that are to be shipped under that charter party and serves as the document of title to those goods. A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation services subject to the conditions printed on the bill of lading.
37. **Block Stowage Loading**. A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid offloading at the destination with the least possible disturbance of cargo intended for other points.
38. **Breakbulk Point (BBP)**. A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.
39. **Breakbulk Ship**. A ship that carries packaged, crated, and bagged freight. The ship may or may not be self-sustaining.
40. **Calendar Days**. Consecutive days without regard to weekends or holidays.
41. **Car Carrier (Land)**. A container or trailer of open framework designed for carriage of automobiles or other unboxed vehicles.
42. **Cargo**. Supplies, materials, stores, baggage, or equipment transported by land, water, or air.

Breakbulk. Shipments that are not containerized.

Bulk (freight). Homogeneous unpackaged cargo shipped loose in large increments rather than being shipped in packages or containers. It is loaded and carried in bulk without mark or count.

Containerizeable Cargo. Items that can be stowed or stuffed into a container.

Non-Containerizeable Cargo. Items that cannot be stowed or stuffed into a container (i.e., over-dimensional or overweight cargo).

Source Stuffed Cargo. Cargo that economically fills a container from a single origin point.

43. **Carrier.** An individual, company, or corporation commercially engaged in transporting cargo or passengers between two points. This may include third-party providers. Carriers are further defined in the International Through Government Bill of Lading program as follows:

Primary Carrier. The carrier who establishes the low rate for an incentive traffic channel during the traffic distribution period is the primary carrier. A primary carrier is also referred to as a rate setter.

Equalization Carrier. The carrier meeting the low rate for an incentive traffic channel becomes an equalization carrier. Equalization carriers share the remaining traffic not tendered to the primary carrier.

Other Participating Carrier. A carrier that neither sets nor equalizes the low rate but rather files a higher rate.

44. **Carrier, DOD-Approved.** Any carrier, as defined above, approved by the Commander, Military Traffic Management Command, for participation in the Department of Defense Personal Property Shipment and Storage Program.
45. **Carrier Invoicing Model.** The PowerTrack processing scenario in which the carrier generates and submits the priced Bill of Lading (BL) data to PowerTrack. The Shipper does not submit any BL data to PowerTrack but has the right to change price/data prior to approval of payment (if it is not automatically approved first).
46. **Carrier Tariff Rates.** Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.
47. **Case Designator.** A unique code used with a country identification code to identify a particular foreign military sale. It is a three-character designator.
48. **Certification of Equivalency (COE).** A COE is a certification that the proposed packaging equals or exceeds the requirements of the Code of Federal Regulations (CFR) Title 49, Parts 100-199.
49. **Certification of Essentiality (COE).** For Highway Movement. A certification by an appropriate military authority that the cargo is “essential cargo.” The oversize or overweight shipment cannot be reduced in size or weight and the shipment must be moved via highway.
50. **Certifying Officer.** Responsible for information stated in a voucher, supporting documents, and records; legality of a proposed payment under the appropriation or fund involved; certifies the PowerTrack Monthly Billing Statement (MBS). This person must meet the

requirements of DODFMR 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.

51. **Channel Airlift**. Common-user airlift service provided on a recurring basis between two points.
52. **Channel Sequence Listing**. A listing of approved active Air Mobility Command (AMC) channels prepared annually by Headquarters AMC.
53. **Channel Traffic**. Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of Air Mobility Command (AMC) or commercial aircraft under contract to and scheduled by AMC.
54. **Chassis**. The wheeled platform on which the container is placed for surface/highway transport.
55. **Circuitous Route**. A route from shipment origin point to destination point that is other than the direct route between the points and that is used by carrier for emergency reasons or if required by Federal, state, or local statutes.
56. **Civil Agencies**. All agencies in the federal government other than Department of Defense installations and activities (e.g., General Services Administration).
57. **Civil Post Office**. A United States Post office, branch, station, or money order unit operated by employees of the United States Postal Service (USPS) or under contract with the USPS.
58. **Claim**. A written legal demand for payment of goods lost or damaged in shipment.
59. **Claim Office**. The office responsible for filing claims on behalf of the Department of Defense against carriers, contractors, stevedores, or vendors for loss or damage resulting from movement of government-owned property (e.g., the appropriate finance center for Continental United States commercial carriers; Military Sealift Command for commercial ocean carriers; the responsible contracting officer for contractors, stevedores, and vendors).
60. **Classification**. See Freight Classification.
61. **Classified Material/Matter**. Official information or matter, in any form or of any nature, which requires protection in the interest of national security. Material is classified CONFIDENTIAL or SECRET under Department of Defense 5200.1-R, Information Security Program.
62. **Clean Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were received in “apparent good order and condition,” without damages or other irregularities.

63. **Clearance Authority (CA)**. The activity which controls and monitors the flow of cargo into the airlift or water transportation system. See Airlift Clearance Authority, Ocean Cargo Clearance Authority, and Water Clearance Authority.
64. **Cleared Carrier**. A commercial carrier who meets the criteria for handling up to SECRET shipments.
65. **Closed Vehicle or Equipment**. A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.
65. **Codes of Service**. The following are definable types of service under the Through Government Bill of Lading method:
- a. **Domestic Motor Van (Code 1)**. Movement of household goods in a motor van from origin residence in the Continental United States (CONUS) to destination residence in CONUS. Automated systems will use Code 1A for interstate movements and Code 1B for intrastate movements.
 - b. **Domestic Container (Code 2)**. Movement of household goods in containers from origin residence in CONUS to destination residence in CONUS. Automated systems will use Code 2A for interstate movements and Code 2B for intrastate movements.
 - c. **International Door-to-Door Container (Code 3)**. Carrier provides origin services, linehaul service from Origin residence to a commercial ocean terminal, ocean transportation using the Joint Traffic Management Office Universal Service Contract (USC02) rates for over the ocean portion of the shipment, linehaul to destination residence, and destination services.
 - d. **International Door-to-Door Container (Code 4)**. Movement of household goods in Military Traffic Management Command (MTMC)-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from origin residence to ocean terminal, ocean transportation to port of discharge, and linehaul service to destination residence, all without the rehandling of container contents.
 - e. **International Door-to-Door Container Government Ocean Transportation (Code 5)**. Movement of household goods in MTMC-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from origin residence to military ocean terminal, the government provides ocean Military Sealift Command transportation to designated port of discharge, and the carrier provides linehaul service to destination residence, all without rehandling of container contents.
 - f. **International Door-to-Door Air Container (Code 6)**. Movement of household goods whereby the carrier provides containerization at the origin residence, surface transportation to the airport nearest origin that can provide required services, air transportation to the airport nearest destination that can provide required services, and transportation to the destination residence.

- g. International Land-Water-Land Baggage (Code 7). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at origin, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
 - h. International Land-Air-Land Baggage (Code 8). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at origin, transportation to the origin airport, air transportation to the destination airport, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
 - i. International Door-to-Door Container – Air Mobility Command (AMC) (Code T). Movement of household goods whereby the carrier provides containerization at the origin residence and transportation to the designated AMC terminal. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The carrier provides transportation to the destination residence.
 - j. International Land-Air (AMC)-Land Baggage (Code J). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin and transportation to the designated AMC terminal. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The carrier provides transportation to destination from AMC terminal and cutting of the banding and opening of the boxes at the destination residence.
66. **Commercial Air Movement (CAM)**. The movement of a group of persons routed by Headquarters Military Traffic Management Command in regular or chartered commercial air service.
67. **Commercial Bill of Lading (CBL)**. A CBL designates the receipt of goods shipped on board a transportation conveyance (e.g., truck, rail, ship, airplane) and signed by the carrier (or the carrier's agent) who contracts to carry the cargo. A CBL states the terms on which the goods are carried. Carrier documentation used for transportation of shipments, such as that used by small package express carriers. It includes the commercial procedures related to the use of such documentation.
68. **Commodity Category**. Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.
69. **Common Carrier**. A carrier offering transportation services to the general public for movement of cargo.
70. **Common-User Land Transportation (CULT)**. A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. Theater Commander-In-Chief usually designates the predominate Department of Defense Component as the CULT manager.

71. **Common-User Lift.** United States Transportation Command-controlled lift. The pool of strategic transportation assets either government-owned or chartered that are under the operational control of Air Mobility Command, Military Sealift Command, or Military Traffic Management Command for the purpose of providing common-user transportation to the Department of Defense across the range of military operations. These assets range from common-user organic or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.
72. **Common-User Air Terminal.** A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on aircraft. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement by a Department of Defense Component.
73. **Common-User Water Terminal.** A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement of a Department of Defense Component.
74. **Common Servicing.** That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving services.
75. **Concealed Damage.** Any damages found after the driver has obtained a clear delivery receipt where the damage could not have been observed during the unloading process, providing that the damage was within the packaging materials and the opening or unwrapping of the items would be cost prohibitive for the receiver and/or the carrier. In accordance with the National Motor Freight Classification Guidelines Item 300135, **Reporting Concealed Damages**, when damage to contents of a shipping container that could not have been determined at the time of delivery is discovered by the consignee, the consignee must report it to the delivery carrier upon discovery and the carrier's representative must make a request for inspection.
76. **Consignee.** The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.
77. **Consignor.** The person or activity that is the supplier or shipper of a product.
78. **Consolidation.** The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.
79. **Constructive Placement.** When a carrier conveyance cannot be placed for loading, unloading, or at a point previously designated by the consignor or consignee, and is placed elsewhere, it is considered as being under constructive placement and subject to tariff rules and charges.

80. **Container.**

Cargo Container. A standardized, demountable, reusable conveyance for transporting cargo on a chassis, rail car, or vessel.

CONEX. Container Express (CONEX). A metal shipping container 8'6" long, 6'3" wide, and 6'10½" high or 4'3" long, 63" wide and 6' 10½" high used for shipping cargo.

Dromedary. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and that can be used to transport less-than-truckload shipments of Arms, Ammunition, and Explosives; SECRET, CONFIDENTIAL, and Controlled Cryptographic Items; or sensitive material.

Flat Rack. Open-sided and -topped International Standard Organization (ISO) containers with two removable/adjustable ends.

Half-Height. These containers have sides that are approximately 4 foot high. There is no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.

International Standard Organization (ISO) Container. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. ISO containers may be 20', 40', or 45' long by 8' wide and 9' 6" high.

Military Van (MILVAN). A military-owned demountable container that conforms to United States and international standards and operates in a centrally controlled fleet for movement of military cargo. (Dimensions: 20' long, 8' wide and 8' high or may be a flat rack)

Open Top Container. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.

Refrigerated (Reefer) Container. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.

Tank Container. Specialized container that meets International Standards Organization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.

81. **Container Consolidation Point (CCP).** Consolidates shipments on an air pallet or containerized shipment in a SEAVAN for transportation overseas.

82. **Container Freight Station (CFS).** A receiving, storage, and distribution facility for stuffing and unstuffing containers.

83. **Container Handling Equipment (CHE).** Items of materiel handling equipment required to specifically receive, maneuver, and dispatch containers.

84. **Containerization**. The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.
85. **Container Ship**. A ship specifically constructed and equipped to carry containers. With added equipment may carry breakbulk cargo. Container ships are usually non-self-sustaining and do not have built-in capability to load or offload containers, and require port crane service. A container ship with shipboard installed cranes, capable of loading and off-loading containers without the assistance of port crane service, is considered self-sustaining.
86. **Continental United States (CONUS)**. The 48 contiguous states and the District of Columbia.
87. **Contingency Response (CORE)**. CORE is an association in accordance with Title I of the Defense Production Act of industry and government representatives cooperating to provide the Department of Defense priority access to domestic commercial transportation in the event of national emergency.
88. **Contract**. An agreement between two or more competent parties in which an offer is made and accepted and each party benefits. The agreement can be formal, informal, written, oral, or just plain understood. Some contracts are required to be in writing in order to be enforced. An agreement between two or more parties that creates obligations to do or not do the specific things that are the subject of that agreement.
89. **Contract Carrier**. A person or company that is under contract to transport people or goods for individual contract customers only.
90. **Contract Management Office**. The activity responsible for administering the contract against which the shipment was made.
91. **Controlled Cargo**. Items that require additional control and security as prescribed in various regulations and statutes. See Protected Cargo.
92. **Controlled Cryptographic Item (CCI)**. Communications Security equipment declassified by the National Security Agency. CCI requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with CCI must be separately transmitted according to requirements for its classification.
93. **CONUS Regional Database (CRDB)**. The Worldwide Port System (WPS) CRDB is a Military Traffic Management Command (MTMC) maintained database for the submission and tracking of Advance Transportation Control and Movement Document (ATCMD) data for breakbulk or container ocean shipments. The CRDB is composed of a centralized database and two regional application hubs located at Headquarters MTMC. The centralized database functions as an integrated repository of all WPS Continental United States

(CONUS) terminal cargo movement data and the primary source for query responses and cargo traffic reports. CRDB provides shippers with the capability to enter ATCMDs online and to query the status of their cargo. It serves as the CONUS Global Transportation Network interface for cargo data and limited manifest distribution.

94. **Convoy Commander**. The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.
95. **Convoy Movement Order**. A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center (SMCC) in the state where a convoy originates. During a time of emergency, the SMCC is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265, **Request for Convoy Clearance**, submitted by the requesting unit and prior emergency procedures established by the SMCC.
96. **Country Code**. For purposes of this regulation, a two-position code indicating the country, international organization, or account that is the recipient of materiel or services under the Security Assistance Program.
97. **Country Representative/Freight Forwarder Code**. A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's Foreign Military Sales transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.
98. **Courier Transfer Station**. A collection and control point for carrying on the mission of the Defense Courier Service.
99. **Cubic Foot**. One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft)= 1/27 cubic yard = 1,728 cubic inches.
100. **Customer**. Any authorized user of the Defense Transportation System.
101. **Deck Cargo**. Cargo stowed on open spaces on the vessel deck.
102. **Declared Valuation**. The value of goods, as stated by a shipper, when tendered to a carrier.
103. **Defense Finance and Accounting Service (DFAS)**. The agency responsible for a number of services related to the accounting, internal billing, and payment of transportation bills of lading. DFAS identifies and implements finance and accounting requirements, systems and functions for appropriated and non-appropriated funds, working capital, revolving funds, and trust fund activities.
104. **Defense Freight Railway Interchange Fleet (DFRIF)**. A fleet of freight cars built and maintained to the standards established by the Association of American Railroads and the

Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.

105. **Defense Table of Official Distances (DTOD)**. The distance source for rates, standards, or charges.
106. **Defense Transportation System (DTS)**. The portion of the worldwide transportation infrastructure that supports Department of Defense common-user transportation needs across the range of military operations. DTS consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense.
107. **Defense Transportation Tracking System (DTTS)**. A computer-based system located at the Naval Transportation Support Center, Norfolk, Virginia, which is manned 24-hours a day and is used to maintain in-transit visibility of carrier vehicles transporting shipments of munitions and other hazardous material.
108. **Delivery Term Code (DTC)**. A code (prescribed in Foreign Military Sales (FMS) cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States Department of Defense to the purchasing nation or international organization.
109. **Demurrage**. A charge against a consignor or consignee for holding carrier equipment beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. It may also be a charge to shippers accruing from the time the container is discharged from the vessel. Charges for demurrage are in addition to all other transportation charges. Demurrage charges typically are associated with rail and water port operations.
110. **Density**. The weight of freight per cubic foot or other unit.
111. **Department of Defense Activity Address Code (DODAAC)**. A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.
112. **Department of Defense Ammunition Code (DDAC or DODAC)**. An eight position alphanumeric code composed of the four-position Federal Supply Classification followed by the four position Department of Defense Identification Code.
113. **Department of Defense Identification Code (DODIC)**. A four-position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).
114. **Department of Defense Activity Address Directory (DODAAD)**. Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.

115. **Department of Defense (DOD) Aircraft.** An aircraft owned or controlled by any Department of Defense activity or component. It includes planes chartered or leased for periods greater than 90 days.
116. **Department of Defense (DOD) Components.** The Office of the Secretary of Defense (OSD) and activities administratively supported by the OSD; the Military Departments; the Chairman, Joint Chiefs of Staff; the Unified Commands; and the Defense Agencies.
117. **Department of Defense (DOD) Constant Surveillance Service (CIS).** A Transportation Protective Service requiring carriers to provide a qualified driver or other qualified representative who maintain constant visual surveillance of a shipment during transportation.
118. **Department of Defense (DOD) Foreign Clearance Guide.** A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.
119. **Desired Delivery Date (DDD).** A specific date by which delivery of a shipment should be accomplished by a carrier.
120. **Destination.** The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.
121. **Destination Station.** A base or airport where the mission ends as shown in the schedule.
122. **Destination Control Statement.** Destination required by the United States government for export shipments.
123. **Detention.** A charge made on a carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition to all other lawful transportation charges. With respect to vessel charter, it is the amount owed by the charterer to the vessel owner for actions of the charterer for detaining the owner's ship or other equipment beyond the time allowed when demurrage charges are not applicable.
124. **Direct Procurement Method (DPM).** A method of shipment in which the government manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel.
125. **Disability Cost.** Costs other than transportation linehaul and accessorial charges that are considered as part of the aggregate cost of a shipment for purposes of mode and carrier selection. Disability costs include costs resulting from procuring additional labor, materials, material handling, or fire fighting equipment on a temporary "as required" basis; labor charges for loading, unloading, blocking, and bracing; commercial rail switching of a rail car to a loading or unloading site; and drayage.

126. **Disqualification**. Action taken by the Military Traffic Management Command or theater Commander-In-Chief resulting in the exclusion of a carrier from transporting Department of Defense shipments from one or more origin points for specific routes or for all routes. This also includes the exclusion of a carrier or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.
127. **Diversión**. A change made in the route of a shipment while in transit. See Reconsignment.
128. **Dock Receipt**. A receipt issued by the carrier attesting to the delivery of the goods to the dock prior to their loading aboard the ship.
129. **Drayage**. Movements that originate and terminate within 30 miles of origin. The movement of a container between the carrier terminal where the container is loaded or discharged from a vessel and another place within the commercial or modified zone of a United States port city or within the 10-mile limit of a foreign port city by means other than the carrier vessel, such as by highway or rail.
130. **Drive-Away Service**. The movement of a vehicle under its own power by a driver of an authorized motor carrier. This method also includes the movement of one or more vehicles, including other than self-propelled vehicles, when towed or mounted (either full or saddle mount) upon a vehicle.
131. **Dromedary**. See Container.
132. **Dual Driver Protective (DDP) Service**. A Transportation Protective Service requiring the carrier to provide qualified dual drivers who perform continuous attendance and surveillance of a shipment at all times while in transit.
133. **Dual Driver with National Agency Check (DDN)**. A Transportation Protective Service requiring the carrier to provide two drivers with satisfactory National Agency Checks to perform continuous attendance and surveillance of a shipment at all times while in transit.
134. **Dunnage**. Lumber or other material used to brace and secure cargo to prevent damage.
135. **Electronic Bill (E-Bill)**. Functionality in PowerTrack that is used to request a debit (from a shipper to a carrier) or a credit (from a carrier to a shipper). The party initiating the e-Bill will not be paid until the other party approves it. E-Bills are most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.
136. **Electronic Commerce (EC)**. Conducting business transactions and information exchange using automation and telecommunications without paper documents.
137. **Electronic Data Interchange (EDI)**. Computer to computer exchange of business data using standards jointly developed by standard groups such as American National Standards Institute or Electronic Data Interchange Agency. The automated transaction environment for

select systems interfaces to and from PowerTrack. EDI transaction are based upon Department of Defense standard Interchange Conventions and approved by the Joint Electronic Commerce Program Office.

- 138. **Electronic Sensitive Device (ESD)**. An electronic device when in shipment is sensitive to Electrostatic Discharge. If this electrostatic discharge occurs near electronic components, the components are often damaged or destroyed.
- 139. **Embargo**. To restrict or prohibit an acceptance or movement of freight or passengers.
- 140. **Escort(s) or Courier(s), Transportation**. United States government military members or civilian employees, or Department of Defense (DOD) contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a DOD-issued security clearance at least equal to the level of classification of the material being transported.
- 141. **Essential Cargo**. Cargo that is essential to a military mission and is prescribed in Department of Defense Directive 4140.1, Materiel Management Policy.
- 142. **“EX” Number**. A number preceded by prefix “EX-” that is assigned by the associate administrator for hazardous materials safety to identify an explosive that has been approved.
- 143. **Exception Material**. Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.
- 144. **Expedited Handling Shipments**. Items and/or shipment units with an entry of N __, E __, 999, or 777 in the Required Delivery Date (RDD) field of Military Standard Requisitioning and Issue Procedures requisition and/or Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the RDD field may also require expedited transportation.
- 145. **Expediting**. Actions taken to ensure movement to destination in the shortest time possible.
- 146. **Export Cargo Shipments**. Shipments originating from an inland point/Port of Embarkation destined to an overseas destination.
- 147. **Export Traffic Release (ETR)**. Shipping instructions, issued by the Military Traffic Management Command or theater Commander-In-Chief in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any pertinent Routing Instruction Notes.
- 148. **Fast Release of Ammunition**. An exception to Export Traffic Release procedures.

149. **Financial and Air Clearance Transportation System (FACTS)**. FACTS is being developed by the Navy to clear air cargo for all Services. The four Air Clearance Authorities (ACAs) control their Services' flow of sustainment/resupply cargo into the airlift system during both peace and war. FACTS provides the ability to view the entire flow of Department of Defense sustainment cargo in near real-time and enables decision-makers to control the flow of sustainment material into Aerial Ports of Embarkation. FACTS has an integrated database that uses quick reference files to ensure compliance with this regulation formats and Service unique air-eligible cargo movement criteria. It will also provide challenge messages from respective Service ACA to consignees and consignors on non-compliant Advance Transportation Control and Movement Documents.
150. **Flashpoint**. The minimum temperature at which the substance gives off flammable vapors which will ignite in contact with spark or flame.
151. **Flat Rack Container**. See Container.
152. **Fleet Post Office (FPO)**. A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.
153. **Force Activity Designator (FAD)**. A term accompanied by a Roman Numeral (I through V) which denotes the operational importance of the mission of a unit, activity, or project. FAD I represents top national priority and must be authenticated by the Joint Chiefs of Staff. Service chiefs and unified commanders are authorized to assign FADs II through V, to include Military Assistance Program requirements.
154. **Force Majeure**. Contract provision that exempts parties for non-fulfillment of obligations due to conditions beyond their control and without fault or negligence of the breaching party. For example, Acts of God or public enemy, freight embargoes, or weather.
155. **Forward Supply Support (FSS)**. FSS is a category of cargo that moves in the Air Mobility Command (AMC) airlift system that supports AMC aircraft.
156. **Foul Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were damaged when received.
157. **Free Astray**. A shipment miscounted or unloaded at the wrong station is billed for and forwarded to the correct station, "free of charges as astray."

158. **Free on Board (FOB)**. This term is used with the designation of a physical point to determine the responsibility and basis for payment of freight charges and, unless otherwise agreed, the point at which title for supplies passes to the buyer or consignee. The policies on designation of contracts as FOB Origin or FOB Destination are set forth in the Federal Acquisition Regulation Subpart 47.3, Transportation in Supply Contracts.

FOB Destination. Free-on-board at destination, or where the seller or consignor delivers the supplies on the seller's or consignor's conveyance to a specified delivery point. In this case, unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the seller or consignor.

FOB Origin. Free-on-board at the place of origin, or where the seller or consignor places the supplies on the conveyance by which they are to be transported. Unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the buyer or consignee.

159. **Free Time**. Time allowed by tender, tariff, or contract to load and/or unload carrier's equipment before detention or demurrage is charged.

160. **Freight All Kinds (FAK)**. FAK is a shipping classification Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container which includes various classes of cargo.

161. **Freight Classification**. A system of grouping together commodities of like or similar transportation characteristics for the purpose of assigning ratings to be used in applying rates.

162. **Freight Consolidating Activity**. A transportation activity that receives less than carload/truckload shipments of materiel for the purpose of assembling them into carload/truckload lots for onward movement to the ultimate consignee or to a freight distributing activity or other breakbulk point.

163. **Freight Forwarder (FF)**. A firm other than a railroad, motor, water, or air carrier that represents itself as a common carrier and undertakes to assemble and consolidate shipments or provide for assembling and consolidating and performing or providing for the performance of breakbulk and distributing. It assumes responsibility for the transportation of such property from point of receipt to point of destination; and uses the services of carriers subject to the governing bodies.

164. **Frequency Channels**. An Air Mobility Command frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity for support of a mission sensitive area or for quality of life purposes to remote areas.

165. **Full Visible Capacity**. A conveyance so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.

166. **Funds Manager**. A person to whom funds have been entrusted, whose specific responsibilities include validating appropriation data, recording commitments and obligations, reviewing obligations and appropriation data, and resolving errors.
167. **Fuse, Fuze, Fusee**. . In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze and fusee are applied as specified in the Code of Federal Regulations (CFR) Title 49, International Civil Aviation Organization regulations, and related publications. Fuse/Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a train by deflagration or detonation (CFR Title 49, Part 173.59, Description of Terms for Explosives).
168. **General Agency Agreement (GAA)**. Pertains to government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, United States Department of Commerce, with whom the Military Sealift Command has entered into agreements for the exclusive use of such ships.
169. **General Cargo**. All dry cargo except reefer and vehicles.
170. **Global Transportation Network (GTN)**. Automated information system for transportation planning and in-transit visibility in peace and war.
171. **Government Bill of Lading (GBL)**. A government document used to procure transportation and related services from commercial carriers.
172. **Government Business Day (GBD)**. A business day (i.e., Monday through Friday) that is not a Federal Holiday.
173. **Government Invoicing Model; also referred to as Self Invoicing Model**. The PowerTrack processing scenario in which the Shipper generates and submits the priced bill of lading data to PowerTrack. The Carrier does not submit any priced data except in the electronic bill process. Note: Functionality in PowerTrack used by Shippers and Carriers to document issues that may impact shipment data or payment of individual transactions.
174. **Government Tractor**. A tractor owned or leased and operated by the government.
175. **Green Sheet Procedures**. A procedure invoked by Department of Defense Components to identify specific cargo requiring precedence over all other cargo from that Department of Defense Component. Cargo of the other Department of Defense Components is not affected.
176. **Gross Weight (GWT)**. The combined weight of a container and its contents including packing material.
177. **Guaranteed Traffic (GT)**. A Military Traffic Management Command/Air Mobility Command rate and service agreement negotiated on behalf of Department of Defense

shippers with commercial carriers. Under this agreement, carrier(s) commit to provide transportation services in return for the right to all traffic from and to certain locations, regions, or geographic areas for a specific amount of time. See Standing Route Order.

178. **Half-Height Container**. See Container.
179. **Hatch**. An opening in the deck of a ship through which cargo is loaded and unloaded.
180. **Hatch List**. A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total weight and volume of material in the hold.
181. **Hazardous Material or Substance**. A substance or material that has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and that has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of the Code of Federal Regulations (CFR) Title 49, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in CFR Title 49, Part 173.
182. **Heavy Lift Cargo**. Any single cargo lift, weighing over 5 short tons to be handled aboard ship. Pieces and packages having a gross weight in excess of 5 short tons excluding unboxed wheeled or tracked vehicles.
183. **High Value Item**. A cargo shipment that exceeds the carrier's normal liability for loss and damage during transportation and which requires the Transportation Office to request the carrier to purchase additional insurance to ensure liability for full shipment value in the event of loss or damage.
184. **Hold**. The interior of a vessel below decks where cargo is stowed.
185. **Holding**. The process of holding a shipment, including a consolidation delay, a wait for export traffic release, an embargo, or another shipper request.
186. **Inadequate Carrier Equipment or Facilities**. Carrier's equipment or facilities that are not sufficient for movement, storage, or protection of material while in carrier's custody. This includes equipment which is not safe (e.g., holes in equipment or equipment that cannot be properly secured to prevent pilferage).
187. **Installation Transportation Officer ITO**. See Transportation Officer.
188. **Integrated Booking System (IBS)**. IBS is a single, worldwide, automated booking system supporting direct booking by shippers of ocean movement cargo and ocean containers.
189. **Intermodal**. Carriage by two or more different forms of transportation (i.e., road, rail, air, sea).

190. **Intermodal Container or Trailer**. Containers or trailers designed to transport cargo from origin to destination by more than one mode of transportation.
191. **International Air Transport Association (IATA)**. Association of member airlines and developer of the IATA Dangerous Goods Code, which is used as a reference and unofficial guidance for air shipment of hazardous material. The IATA Dangerous Goods Code includes special restrictions imposed by its member airlines.
192. **International Civil Aviation Organization (ICAO)**. Official ruling body for commercial air shipment of hazardous material and publisher of the official ICAO Dangerous Goods Code.
193. **International Maritime Organization (IMO)**. Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code.
194. **Inter-Service Support**. Action by one military Service or element to provide logistics and/or administrative support to another military service or element. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis.
195. **International Standards Organization (ISO)**. A specified international agency for standardization. This agency is comprised of members from more than 80 countries. The agency's aim is to promote worldwide agreement of international standards.
196. **Intertheater**. Between theaters or between the Continental United States and theaters. See Intertheater Traffic.
197. **Intertheater Traffic**. Traffic between theaters or that between the Continental United States and theaters.
198. **In-Transit Visibility (ITV)**. The ability to track the identity, status, and location of Department of Defense unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers, medical patients, and personal property from origin to consignee or destination established by the Commanders-In-Chief, Military Services, or Department of Defense Agencies during peace, contingencies, and war.
199. **Intratheater**. Within a theater. See Intratheater Traffic.
200. **Intratheater Traffic**. Traffic within a theater.
201. **Joint Logistics Over the Shore (JLOTS)**. Logistics Over the Shore operations conducted by two or more military Services.
202. **Joint Servicing**. That function performed by a jointly staffed and financed activity in support of two or more military services.

203. **Joint Transportation Board (JTB)**. JTB is responsible to the Joint Chiefs of Staff (JCS) for ensuring that the common-user transportation resources assigned or available to the Department of Defense (DOD) are used to achieve the maximum benefit in meeting DOD objectives. The JCS and each DOD Component designate a general or flag-rank officer as principal member; an alternate member is also named to act for the principal. DOD Component representatives are the Directors of Transportation or the general or flag incumbent of a comparable billet. The Director of Operations, Office of the Joint Chiefs of Staff, designates the JCS representative. The Deputy Director of Logistics (Strategic Mobility), Office of the Joint Chiefs of Staff, is the chairperson of the JTB. The United States Transportation Command is a non-voting member of the JTB.
204. **Julian Date**. This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and the day of the year, in that sequence. Example: 15 December 2000 = 0350.
205. **Knocked Down (KD)**. An article taken apart so as to materially reduce the space it will occupy while being transported.
206. **Lashing**. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
207. **Less Carload or Less Than Container Load (LCL)**. A quantity of cargo less than that required for the application of a carload rate. A quantity of cargo less than that which fills the visible or rated capacity of an ocean container.
208. **Less Than Release Unit (LRU)**. An LRU is a shipment unit of a specific commodity, weight, size, or mode that does not require an export release before shipment. For Continental United States, LRUs are specifically defined in this regulation; for overseas, in applicable theater directives. An LRU shipment generally includes one or more of the following characteristics:
- Weights less than 10,000 pounds;
 - Is not classified, explosive, poisonous, or in need of protective or security measures;
 - Does not occupy or is not tendered as a full carload or truckload;
 - Does not move to the Water Port of Embarkation by driveaway method.
209. **Less Truckload (LTL)**. A quantity of cargo less than that required for the application of a truckload rate. Also called “less than truckload.”
210. **Letter of Offer and Acceptance (LOA)**. The LOA (Defense Federal Acquisition Regulation Supplement, Part 225.7301, General):
- Lists the items and services, estimated costs, and terms and conditions of the sale;
 - Is presented to the customer;

Provides for signature of the customer to indicate acceptance.

- 211. **Light and Bulky Articles**. Articles that have a low weight per cubic foot of space occupied. Such articles are usually made subject to the provisions of Rule 34 of the Standard Transportation Commodity Code.
- 212. **Ligherage**. Small boats or craft used to move cargo in harbor areas.
- 213. **Line-Haul**. Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.
- 214. **Loaded to Capacity**. A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with a quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
- 215. **Local Flight**. A continuous flight performed within the local flying area that terminates at the point of origin.
- 216. **Logistics Over the Shore (LOTS)**. Loading and unloading of ships without benefit of fixed port facilities, in friendly or non-defended territory, and in time of war, during phases of theater deployment in which there is no enemy opposition.
- 217. **Long Ton (L/T or LTON)**. A long ton equals 2,240 pounds. See Ton.
- 218. **Lowest Overall Cost**. The aggregate of shipment costs known or reasonably estimated (i.e., transportation rate(s), accessorial, drayage, storage in transit, packing and crating, unpacking, and port handling costs).
- 219. **Mail**. All types of military postal matter.
- 220. **Mail Equipment**. Sacks, pouches, and bags for the movement of mail and locks and devices for sealing mailbags, pouches, sacks, or containers.
- 221. **Manifest**. A document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Usually refers to a ship or aircraft manifest.
- 222. **Manual Approval**. Functionality in PowerTrack that requires the Shipper to go to the PowerTrack Web site and approve a shipment payment by “marking” it as “approved for payment.” This must be performed if the shipment does not meet Automatic Approval criteria or if the shipment data are submitted under the Carrier Invoicing Model.
- 223. **Marking**. Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.
- 224. **Matching Criteria**. Data elements that PowerTrack uses to match Shipper-submitted data with Carrier-submitted data.

225. **Matching Model**. The PowerTrack processing scenario in which both Shipper and Carrier submit shipment/price data. If the data match, payment is approved automatically. Otherwise, the Shipper must manually approve payment.
226. **Military Assistance Program (MAP)**. That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, that provides defense articles shipments.
227. **Military Assistance Program Address Code (MAPAC)**. A six-position alpha-numeric code constructed from the Military Standard Requisition and Issue Procedures (MILSTRIP) requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The MAPAC is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the Military Assistance Program Address Directory.
228. **Military Assistance Program Address Directory (MAPAD)**. A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in the country required for releasing Foreign Military Sales and Grant Aid shipments and related documentation.
229. **Materiel Handling Equipment (MHE)**. Mechanical devices for handling of supplies with greater ease and economy.
230. **Measurement Ton (MTON)**. A measurement ton equals 40 cubic feet. See Ton.
231. **Metric Ton (M.T.)**. 1,000 kg. (2,204.6 pounds). See Ton.
232. **Military Impedimenta (MI)**. All equipment owned and controlled by a unit and carried on the Unit Property Books (Table of Organization and Equipment) and moving simultaneously or in conjunction with troops. MI consists of material such as weapons, vehicles, tools, housekeeping equipment, records, training aids, and limited quantities of spare parts and other consumables normally in the possession of the unit. May also be referred to as equipment to accompany troops.
233. **Military-Owned Vehicles (MOV)**. Organic, tactical, or theater-owned vehicles; may include aircraft and sea vessels.
234. **Military Sealift Command (MSC)**. A Navy second echelon command and United States Transportation Command component with primary responsibility for providing sealift service.
235. **Military Services**. The Army, Navy, Air Force, Marine Corps, and Coast Guard.
236. **Military Traffic Expediting (MTX) Service**. An expediting service provided by the Association of American Railroads for military carload or specialized shipments.

237. **Military Traffic Management Command (MTMC)**. An Army major command and United States Transportation Command component that provides cargo, passenger, and personal property traffic management services to all Department of Defense Components.
238. **Military Van (MILVAN)**. See Container.
239. **Mobility Officer**. Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer, Unit Movement Coordinator, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.
240. **Mode of Transport**. The various modes used for a movement. For each mode, there are several means of transport. They are (a) inland surface transportation (rail, highway and inland waterway); (b) sea transportation (coastal and ocean); (c) air transportation; and (d) pipeline.
241. **Munition(s)**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. NOTE: In common usage, “munitions” (plural) can be military weapons, ammunition, and equipment.
242. **National Motor Freight Classification (NMFC)**. A motor tariff containing freight descriptions of a specific or generic nature under which all commodities moving in motor freight service are “rated” or “classed.”
243. **National/NATO Stock Number (NSN)**. The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification (FSC) code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office of the North Atlantic Treaty Organization or other friendly country that assigned the number and a 7-digit (xxxxxxx) non significant number. The number shall be arranged as follows: 9999-00-999-9999. Replaces the Federal Stock Number and is composed of the FSC in record position (rp) 54-57 (DD Form 1348-1), NATO Country Code (US 00 or 01) in rp 58-59, and Federal Item Identification Number in rp 60-66.
244. **Naval Transportation Support Center (NAVTRANS)**. Provides worldwide transportation/physical distribution services for U.S. Navy afloat and ashore activities plus pay and accounting services for Navy transportation.
245. **Net Explosive Quantity (NEQ)**. The total quantity of propellant in a tank, drum cylinder, or other container expressed in kilograms.

246. **Net Explosive Weight (NEW)**. The total weight of all explosives Class 1.3 and 1.4 components of an explosive which includes primary and secondary explosives, pyrotechnics, and propellants in tanks, drums or cylinders or other containers expressed in pounds.
247. **Net Weight**. The weight of an item being shipped excluding the weight of packaging material or container (does not apply to household goods) or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.
248. **Notice of Availability (NOA or NOAV)**. The DD Form 1348-5, Notice of Availability/Shipment, by which the United States shipping installation will provide advance notification to the designated Foreign Military Sales country representative or freight forwarder that the materiel is ready for shipment.
249. **Non-Containerizable Cargo**. See Cargo.
250. **No Show**:
- Cargo. Failure of a carrier to pick up a shipment as scheduled or when the government fails to have the cargo available for pickup by the carrier.
- Passenger. Passengers who fail to show up for a scheduled flight/ride.
- Personal Property. Members or their authorized agents who fail to show up for scheduled services (packing, pickup, or delivery).
251. **Obligation**. A formal reservation of funds that ensures funds are available for payment of Government contractual obligations. In PowerTrack, the obligation equates to the created shipper transaction.
252. **Ocean Cargo Clearance Authority (OCCA)**. The Military Traffic Management Command activity which books Department of Defense sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for Department of Defense cargo moving within the Defense Transportation System. See Water Clearance Authority.
253. **OCONUS**. Outside the continental limits of the United States.
254. **Offering**. The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.
255. **Operating Authority**. An authorization issued by the appropriate regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.
256. **Opportune Airlift**. Any aircraft not on a scheduled channel mission which offers space for passengers, cargo, and/or mail. It is the use of organic aircraft in a secondary role to the

primary mission, and the portion of airlift capability available for use after planned mission requirements have been met.

257. **Optimum Benefit Negotiation (OBN)**. An arrangement or solicitation which uses a carrier selection process that considers past performance, technical aptitude, and cost competitiveness. Technical qualifications are based on quality of services (transit times, on-time deliveries, refunds for late deliveries, cargo liability coverage and Electronic Data Interchange capability), past performance (loss and damage ratios, on-time delivery percent, letters of warning, removals and suspensions and withdrawals), and managerial capabilities (resources, equipment, terminals, and company financial data).
258. **Organic Airlift**. Airlift provided by aircraft owned/operated by each Service.
259. **Outsize(d) Dimensions**. Any dimension of a shipment greater than six feet, a shipment with such a dimension.
260. **Outsize Cargo (Air)**. Cargo that exceeds the capabilities of C-130/C-141 aircraft and requires the use of a C-5 or C-17 aircraft. It is cargo that exceeds 810 inches long by 117 inches wide by 105 inches high in any dimension.
261. **Oversize Cargo (Air)**. Cargo in a single item that exceeds the usable dimensions of a 463-L pallet of 108 inches long by 88 inches wide by 96 inches high in any dimension.
262. **Oversize Breakbulk or Roll On/Roll Off (RO/RO) Ocean Cargo**. Cargo with any dimension over 45 feet long, more than 8 feet wide or over 9 feet six (6) inches high. Does not apply to wheeled or tracked vehicles.
263. **Overage**. Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest, or other government documentation covering the shipment.
264. **Overseas**. Any country or place beyond the limits of the 48 contiguous United States and the District of Columbia. For purposes of this regulation, Alaska, Hawaii, Puerto Rico, and U.S. territories and possessions are considered overseas.
265. **Packaging**. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.
266. **Pallet**. A platform used to secure material for ease in handling and storing. It is also used to consolidate small packages into a unitized load.

463L System. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems which accepts pallets 108" x 88".

Warehouse. A two-deck platform, usually wooden, used for handling several packages as a unit.

267. **Palletized**. A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.
268. **Palletized Load System (PLS)**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and self-unloading. Truck and companion trailer have a 16.5 ton payload capacity.
269. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, which does not conform to International Standards Organization specifications.
270. **Partial Loss**. Indicates partial loss of contents of shipment units, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.
271. **Partial Shipment Unit**. A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.
272. **Pilferable Cargo**. Items which are vulnerable to theft because of their ready resale potential, i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software, etc. See Protected Cargo.
273. **Pilferage**. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.
274. **Port Call File Number (PCFN)**. Sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking. This is sometimes referred to as the government's booking number.
275. **Port of Debarkation (POD)**. The geographic point at which cargo or personnel are discharged. May be a seaport or aerial port of debarkation. For unit requirements, it may or may not coincide with the destination.
276. **Port of Embarkation (POE)**. The geographic point in a routing scheme from which cargo or personnel depart. May be a seaport or aerial port from which personnel and equipment flow to port of debarkation. For unit and non-unit requirements, it may or may not coincide with the origin.
277. **Postal Concentration Center (PCC)**. A Post Office or Agency of the United States Postal Service at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.
278. **Prime Data Entry**. Mandatory data entries which must not be left blank. It is usually listed in the upper portion of the DD Form 1384, Transportation Control and Movement Document, and in all formats is identified by document identifiers T_0, T_1, T_2, T_3 or T_4.
279. **Priority**. Precedence for movement of traffic.

280. **Priority Designator**. A two-digit issue and priority code (01 through 15) placed in military standard requisitioning and issue procedure requisitions. It is based upon a combination of factors which relate the mission of the requisitioner and the urgency of need or the end use and is used to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system. Developed as detailed in Department of Defense Directive 4140.1, Materiel Management Policy. See Urgency of Need Designator.
281. **Proof of Delivery**. The date and signature of the designated receiver listed on the delivery manifest, certifying the item was received. The proof of delivery establishes transfer of custody and liability to the receiver.
282. **Proper Shipping Name**. The name of a hazardous material as shown in the Code of Federal Regulations Title 49 and related or similar publications.
283. **Protected Cargo**. Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.
284. **Protective Security Service (PSS)**. A Transportation Protective Service which requires a cleared commercial carrier to provide qualified dual drivers to maintain constant surveillance of a shipment at all times during transportation to include stops en route.
285. **Public Highway**. Any public street, road, or highway used by the general public for vehicular traffic or other than Department of Defense controlled. A road is considered Department of Defense controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.
286. **Qualified Carrier Representative**. A designated person employed by a carrier or terminal management involved in handling Department of Defense shipments under Transportation Protective Service.
287. **Rail Armed Guard Surveillance Service (ARG or RG)**. A Transportation Protective Service that requires the carrier to provide an armed guard to maintain constant surveillance of shipment and rail car specific 24-hour surveillance while in transit. RG may also be performed by guards escorting the rail movement in a separate motor vehicle, providing surveillance of the rail car is maintained.
288. **Rail Intermodal Equipment**. A unit for transporting trailers or containers on flat cars from point to point.
289. **Receiver**. The activity or agency at which the Defense Transportation Service shipment terminates. The activity is usually the ultimate consignee, but may also be the agent for the ultimate consignee (e.g., a central receiving point or a temporary storage point for the ultimate consignee).

290. **Reconsignment**. A change made in the consignment of a shipment before its arrival at the billed destination. Also, a change made in the consignment of a shipment after its arrival at the billed destination, when the change was accomplished under conditions which make it subject to a carrier's diversion or reconsignment rules and charges. See Diversion.
291. **Reefer Cargo**. Perishable commodities that require refrigerated (chill and freeze) stowage at prescribed temperatures while in transit (excludes cargo-authorized storage in ventilated holds).
292. **Refrigerated Cargo**. Straight or mixed loads of cargo requiring enclosed temperature controlled transportation and storage.
293. **Refuge**. Emergency assistance provided by an installation to a carrier's vehicle transporting arms, classified (SECRET or CONFIDENTIAL) materials, or division 1.4 ammunition. The criteria for granting assistance are the same as for safe haven, except the installation does not have to consider quantity-distance factors.
294. **Release Unit (RU)**. A shipment unit of a specific commodity, weight, size, or mode that requires an export release from the appropriate authority before shipment. A RU generally contains one or more of the following characteristics:
- Cargo in lots of 10,000 pounds or more;
 - Cargo in lots of 800 cubic feet or more;
 - Cargo is classified, explosive, poisonous, or in need of protective or security measures;
 - Cargo occupies or is tendered as a full carload or truckload;
 - Vehicles by driveway service.
295. **Released Value Rate**. A rate applied to a shipment that specifically limits carrier liability in case of loss or damage.
296. **Reportable Quantity (RQ)**. The amount of material (as listed in Code of Federal Regulations Title 49 or Air Force Joint Manual 24-204) that results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.
297. **Report of Shipment (REPSHIP)**. An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.
298. **Required Availability Date**. Date that end items and concurrent spare parts are committed to be available for transportation to a recipient.

299. **Required Delivery Date (RDD)--Cargo**. The calendar date when material is required by the requisitioner. RDD field may contain 999, E_ __, N_ __, 444, 555, or 777 to indicate expedited handling required.
300. **Requirement Channel**. Air Mobility Command channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.
301. **Retrograde Cargo**. Cargo moving in the reverse direction of the normal flow of material provided in support of the using Theater.
302. **Roll On/Roll Off (RO/RO)**. Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.
303. **Route Order (Domestic, International, Standing, and Passenger Standing)**. Shipping instructions issued by Military Traffic Management Command or theater Commander-in-Chief that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes.
304. **Routing Authority**. An activity that designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.
305. **Routing Instruction Note(s) (RIN)**. Codes used on Route Orders to identify conditions and stipulations required.
306. **Safe Haven**.
- Cargo**. Emergency assistance provided by an installation to a carrier's vehicle transporting division 1.1, 1.2, 1.3 ammunition and explosives due to circumstances beyond a carrier's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.
- Personal Property**. A location within or outside the United States named in an evacuation order to which dependents are directed to relocate on a temporary basis to await a decision by competent authority to either return to the overseas permanent duty station or proceed to a designated location.
307. **Satellite Motor Surveillance (SNS)**. Transportation Protective Service that requires carriers to provide vehicle location reports to the Defense Transportation Tracking System and for two-way communications devices to provide truck status changes and emergency situation notification.
308. **Sealift Enhancement Program**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force ships or ships under Military Sealift Command control. Sealift

enhancements fall into three categories: productivity, survivability, and operational enhancements.

309. **Sea Port of Embarkation (SPOE)**. An authorized point of departure from a foreign country or the United States located at a water port.
310. **Sea Port of Debarkation (SPOD)**. An authorized point of arrival from a foreign country or the United States located at a water port.
311. **SEAVAN**. See Container.
312. **Secure Holding Area**. Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or provided at the discretion of an installation commander to a vehicle in transit when no emergency exists. The installation commander must make the same kinds of determinations as for "safe haven" or "refuge."
313. **Security Classification**. A category to which national security information and material are assigned to denote the degree of damage that unauthorized disclosure of which could cause national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:
- TOP SECRET** – National security information or material that requires the highest degree of protection and the unauthorized disclosure could cause exceptionally grave damage to the national security.
- SECRET** – National security information or material that requires a substantial degree of protection and the unauthorized disclosure could cause serious damage to the national security.
- CONFIDENTIAL** – National security information or material that requires protection and the unauthorized disclosure could cause damage to the national security.
314. **Security Escort Vehicle Service (SEV)**. A Transportation Protective Service which requires carrier to provide two unarmed drivers riding in a single escort vehicle to maintain constant surveillance of a vehicle containing a shipment of Category I material for the purpose of obtaining law enforcement or other emergency.
315. **Sensitive Cargo/Material**. Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.
316. **Sensitive Material**. Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

317. **Service Failure**. Carrier non-compliance with applicable tenders, tariffs, contracts, laws, regulations, GBL instructions, or commitments to the shipper(s).
318. **Service Unique**. Equipment, operations, and resources that are specific to individual Department of Defense Component commands.
319. **Shipment Container—Cargo**. A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).
320. **Shipment Planning**. Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.
321. **Shipment Unit (SU)**. One or more items of compatible commodities or items assembled into one unit, which becomes the basic entity for control throughout the transportation cycle.
322. **Shipper**. A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.
323. **Shippers Export Declaration (SED)**. A form (Commerce Form 7525-V) which exporters are required to complete according to United States Department of Commerce regulations. It is filed with the United States Customs Office at the port of export and is used for statistical purposes.
324. **Shipper Service Control Office (SSCO)**. SSCO is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation (POE) with both shippers and project managers. The SSCO is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the SSCO will work with POEs and shippers to ensure advance movement data are at the ports prior to arrival of materiel.
325. **Shipping/Item Discrepancies**. Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.
326. **Shipping Instructions**. Commercial document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Shipping instructions contain primarily the same data that is found on a Transportation Control and Movement Document
327. **Shortage**. The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the applicable bill of lading or governing document.
328. **Short Ton (STON)(S/T)**. A short ton equals 2,000 pounds. See Ton.

329. **Signature Tally (ST) Record**. A written record designed to provide continuous accountability and custody of a shipment from point of pickup to delivery to consignee.
330. **Single Manager**. A military department or agency designated by the Secretary of Defense to be responsible for management of specified commodities or common-Service activities on a Department of Defense-wide basis.
331. **Soft-Sided Trailers**. Commercial trailers which are typically 40' long x 8' wide x 8.5' high and which differ from other trailers only in that the sides are flexible and/or made of water and fire resistant material.
332. **Space Available Traffic**. Passenger and cargo traffic eligible for space that is surplus after all space-required traffic has been accommodated.
333. **Space Required Travel**. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.
334. **Special Air Mission (SAM)**. Presidential-directed special missions.
335. **Special Assignment Airlift**. All domestic requirements and those requiring special pickup or delivery by the Air Mobility Command (AMC) at points other than those within the established AMC route pattern, or requirements for movement within this pattern that require special consideration because of the number of passengers involved, the weight or size of the cargo, or other special factors.
336. **Special Assignment Airlift Mission (SAAM)**. A mission performing special assignment airlift. SAAM is defined as airlift requirements for special pickup or delivery by Air Mobility Command (AMC) at points other than established AMC routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.
337. **Special Train Service**. The expedited movement of rail cars in unscheduled service between specified points under special arrangements with the American Association of Railroads.
338. **Split Shipment Unit**. A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.
339. **Sponsoring Service**. Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.
340. **Standard Delivery Date (SDD)**. A pre-determined date used to reflect availability of a requisitioned item. Lack of availability by the Standard Delivery Date causes an advice code to re-requisition the item.
341. **Standing Route Order (SRO)**. A route order issued that covers repetitive movements (two or more shipments per month) of specific items between points in the Continental United States or intratheater by any mode of transportation when the origin, destination,

commodity(ies), and frequency of shipments constitute a repetitive traffic pattern. See Guaranteed Traffic.

342. **Standard Transportation Commodity Code (STCC)**. Code that describes the product or commodity to be shipped by rail and is used to determine the applicable tariff.
343. **Status of Forces Agreement (SOFA)**. A formal agreement between the United States and the government of a country delineating the relationship between the destination country and the United States military forces stationed in that country.
344. **Stop-Off**. An authorized stop to load or off-load partial shipments.
345. **Storage**. A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.

Temporary Storage. Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Government Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination, or any combination thereof.

Nontemporary Storage. Storage that is not used in connection with a linehaul movement of household goods and is acquired under the terms of a Basic Ordering Agreement entered into by the storage firm and the government.

346. **Stowage Diagram**. A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area: overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stem gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.
347. **Stowage Plan**. A completed stowage diagram showing cargo that has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each Port of Debarkation is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in top view, while cargo stowed in the lower hold is shown in sideview, except that vehicles usually are shown in top view regardless of stowage.
348. **Strategic Transportation**. Movement between theaters or between the Continental United States and a theater.
349. **Stuffing/Stowing**. Packing or containerizing cargo or household goods into a container.
350. **Switching Agreement**. An agreement between an installation and a railroad that defines responsibilities for railcar switching services on or adjacent to the installation, including switching on military-owned trackage and use of military assets (e.g., locomotives on railroad-owned trackage).

351. **Tally or Tally and Count.** Record of actual count of shipment pieces or containers.
352. **Tare Weight.** The weight of a container which, when deducted from the total weight of a shipment, provides the weight of the contents.
353. **Tariff.** A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.
354. **Tariff Weight.** Weight standard agreed upon in tariffs.
355. **Tender.** A typed or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the United States Government at specified rates or charges and submitted by the carrier to a central authority for official acceptance and authorization for use to route traffic.
356. **Terminal.**
- Air.** A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.
- Water.** A facility for loading and unloading vessels and the intransit handling of traffic (passengers, cargo, and mail) moved by water.
357. **Theater.** A geographic area outside Continental United States for which a commander has responsibility and control. Exception is United States Joint Forces Command's area of responsibility.
358. **Theater-Assigned Transportation Assets.** Transportation assets that are assigned for combatant command to a commander of a unified or specified command other than Command-In-Chief United States Transportation Command.
359. **Theater Commander-in-Chief (CINC).** The commander of a unified command having responsibility and control for military operations in a designated geographical area.
360. **Threshold.** A maximum or minimum value (such as price) used in the automatic approval process of PowerTrack. If the value of a shipment is above a maximum approval threshold, it must be approved manually. If the value of a shipment is at or below the approval threshold, it is automatically approved (even if other specified data elements do not match). The threshold is established in the agreement between the government and the carrier.
361. **Through Government Bill of Lading (TGBL).** A bill of lading that is issued by a United States government activity to document overseas, intermodal through movement of cargo from initial point of origin to final destination.
362. **Tolerance.** A percentage or maximum variance of a value that governs the automatic approval of a shipment payment, under the Matching Model only. If the difference between the Shipper-submitted value and the Carrier-submitted value is within a specified percentage,

or within plus or minus the maximum variance, then payment will be approved at the Carrier-submitted price. The tolerance is established in the agreement between the government and the carrier.

363. **Ton**. A measurement of weight.

Long Ton (L/T) (LTON). 2,240 pounds.

Measurement Ton (MTON). 40 cubic feet.

Metric Ton (M.T.). 1,000 kilograms (2,204.6 pounds).

Short Ton (S/T) (STON). 2,000 pounds.

364. **Traceable Means**. A transportation service that provides accountability for a shipment.

365. **Tracing**. Action to determine the location of a shipment.

366. **Trackage Agreement**. An agreement between an installation and a railroad which outlines the responsibilities of each party for usage and fees for use of track and for maintenance of way to include rails, ballast, switches, crossings and signaling and signage.

367. **Tractor**. Motor vehicle designed for hauling containers or trailers.

368. **Traffic**. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the Continental United States (CONUS) and is destined for an area outside of CONUS. Inbound traffic is that which originates outside of CONUS and is destined to or moving in the general direction of the CONUS.

369. **Traffic Management**. The direction, control, and supervision of all functions incident to the procurement and use of cargo, passenger, and personal property transportation services (including rail, highway, air, sea, pipeline, inland waterway, coastal, intercoastal carriers, and organic assets).

370. **Trailer**. Vehicle without power drawn by a tractor.

371. **Transloading**. Cargo removed from one conveyance and directly reloaded on another conveyance for movement.

372. **Transportation Agent/Assistant**. Person(s) (military or civilian) designated or appointed by the transportation officer to perform traffic management functions.

373. **Transportation Account Code (TAC)**. A four-digit alpha-numeric code by which the appropriate Service, agency, or contractor identifies the account to be charged for transportation. (Web site: http://www.daas.dla.mil/tac_inq/tac_menu.html.)

374. **Transportation Component Command (TCC)**. Subordinate command of United States Transportation Command and under combatant command of Commander-In-Chief United States Transportation Command. TCCs currently are the Military Traffic Management Command, Military Sealift Command, and Air Mobility Command.
375. **Transportation Control and Movement Document (TCMD) DD Form 1384**. A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to bill of lading in the commercial transportation system.
376. **Transportation Control Number (TCN)**. A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.
377. **Transportation Discrepancies**. Any deviations of shipment received (i.e., quantity, condition, documentation, or deficiencies).
378. **Transportation Discrepancy Report (TDR) Standard Form (SF) 361**. A form used to report loss and damage to material.
379. **Transportation Officer (TO)**. Person(s) designated or appointed to perform traffic management functions. The official at an activity that is appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Movement Control Team, or Branch Movement Control Team.
380. **Transportation Priority (TP)**. A number assigned to a shipment that establishes its movement precedence by air, land, or sea within the Defense Transportation System. See Working Capital Fund.
381. **Transportation Protective Service (TPS)**. A commercial carrier service performed according to Department of Defense standards that provides in-transit physical security for shipments of SECRET, CONFIDENTIAL, or sensitive material.
382. **Transportation Working Capital Fund (TWCF)**. TWCF is the United States Transportation Command portion of the Working Capital Funds transportation business area. See Working Capital Fund.
383. **Transshipper**. Any transportation activity, other than the shipper or receiver, that handles or documents the transfer of a shipment between conveyances. A transshipper is usually a Consolidation and Containerization Point, air or water Port of Embarkation, air or water Port of Debarkation, or breakbulk point. A transshipper may perform more than one type transshipment.
384. **Transshipment Point**. Point where the responsibility for an in-transit shipment is transferred from one mode or conveyance to another for further transportation to the consignee.

385. **Trip Leased**. A vehicle lease of 30 days or less in duration between a carrier and a leasing agent involving the power unit of a vehicle.
386. **Truck-Away Service**. A method of transporting vehicles, including other-than-self-propelled vehicles, whereby the vehicles are loaded into or upon carrier's equipment.
387. **Truckload**. A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.
388. **Uniform Materiel Movement and Issue Priority System (UMMIPS)**. Department of Defense Directive 4140.1, Materiel Management Policy, Chapter 5 and 8, specifies incremental time standards for requisition, issue, and movement of materiel for Department of Defense. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment. Also see Department of Defense 4500.9-R-1, Management and Control of the DOD Intermodal Container System.
389. **Uniformed Services**. The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Service.
390. **Unit Load**. A pallet, module, or vehicle.
391. **United States Armed Forces**. Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
392. **United States Transportation Command (USTRANSCOM)**. The unified command that is the Department of Defense single manager for sea, land, and air transportation in both peace and war. USTRANSCOM controls all Department of Defense transportation assets except those that are Service-unique or theater-assigned.
393. **Unitized Load**. One or more packaged items placed in a container or on a pallet and banded together as a unit.
394. **Universal Service Contract**. Military Traffic Management Command-negotiated contract for the provision of commercial ocean containers, related services and overocean movement.
395. **Unstuffing**. Removal of cargo or household goods from container.
396. **Urgency of Need Designator (UND)**. A term accompanied by a capital letter (A through D) that establishes the pressure of necessity for the acquisition of a resource. Urgency of need (A) represents a compelling necessity, the lack of which has caused or will cause a mission failure; urgency of need (B) denotes a need that has or will cause mission impairment; urgency of need (C) is used to represent those resource requirements needed sooner than routine handling will permit; and urgency of need (D) establishes routine time frames. Consignee must authenticate all urgency of need demands. Urgency of need designators are used in conjunction with the assigned force/activity designators to establish a positive resource demand-based mission importance and the pressure of necessity. See Priority Designator.

397. **USTRANSCOM Transportation Component Commands (TCCs)**. The three component commands of the United States Transportation Command are the Air Force Air Mobility Command, the Navy Military Sealift Command, and the Army Military Traffic Management Command. Each TCC remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each TCC also continues to perform Service-unique missions.
398. **Verified Shipping Instructions (VSI)**. Shipping Instructions in which key shipping details have been verified against the original booking details. The VSI is submitted to the ocean carrier prior to lift of cargo and serves as the ultimate document for shipping details.
399. **Vessel Papers**. Abbreviated manifest showing Transportation Control Numbers of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous goods cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.
400. **Volume Movement Report (VMR)**. Means used by a Transportation Officer or other shipper to inform the Military Traffic Management Command or theater Commander-In-Chief of cargo movement having sufficient volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.
401. **Voluntary Intermodal Sealift Agreement (VISA)**. An alternative sealift readiness Program to the Sealift Readiness Program. VISA provides a responsive transition from peace to Contingency operations through pre-coordinated agreements for sealift capacity to support Department of Defense contingency requirements. VISA establishes procedures for the commitment of intermodal shipping services/systems to satisfy such requirements.
402. **Water Clearance Authority (WCA)**. An activity that controls and monitors the flow of cargo into ocean terminals. See Ocean Cargo Clearance Authority.
403. **Water Port of Debarkation (WPOD)**. An authorized point of arrival from a foreign country or the United States located at a water port.
404. **Water Port of Embarkation (WPOE)**. An authorized point of departure from a foreign country or the United States located at a water port.
405. **Worldwide Port System (WPS)**. WPS is an automated information system designed to support the cargo documentation and tracking at common user ocean terminals.
406. **Working Capital Fund (WCF)**. A revolving industrial fund concept for a large number of defense support functions, including transportation, using business-like cost accounting to determine total cost of business activity. See Transportation Working Capital Fund.

ACRONYMS

2D	Two Dimensional
39	Three of Nine, type of barcode used by DOD
3PL	Third Party Logistics
675	Signature and Tally Service
A&E	Ammunition and Explosives
A/DACG	Arrival/Departure Airfield Control Group
AA&E	Arms, Ammunition, and Explosives
AACG	Arrival Airfield Control Group
AAFES	Army and Air Force Exchange Service
AAHMS	Associate Administrator for Hazardous Materials Safety
AALPS	Automated Air Load Planning System
AAR	Association of American Railroads
ACA	Airlift Clearance Authority
ACL	Allowable Cabin Load
ACO	Administrative Contracting Office
ADN	International Standard for Shipment of Hazardous Goods by Highway
ADNR	International Standard for Shipment of Hazardous Goods on European Inland Waterway Systems
ADPE	Automated Data Processing Equipment
ADPM	Automated Data Processing Management
ADSN	Accounting Disbursing Station Number
ADUSD(TP)	Assistant Deputy Under Secretary of Defense for Transportation Policy
AEP	Air Evacuation Patient
AFARS	Army Federal Acquisition Regulation Supplement
AFI	Air Force Instruction
AFJI	Air Force Joint Instruction
AFJMAN	Air Force Joint Manual
AFMC	Air Force Materiel Command
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
AIREVAC	Aeromedical Evacuation
AIS	Automated Information Systems
AIT	Automated Information/Identification Technology
ALOC	Air Lines of Communication
AMC FORM 9	AMC Airlift Load Plan Certification
AMC	Air Mobility Command
AMC	Army Materiel Command
AMC	Automated Memory Card
AMCM	Air Mobility Command Manual
AMCOM	Army Aviation and Missile Command
AMD	Air Movement Designator
AMDF	Army Master Data File

AMEMB	American Embassy
AMO	Area Monitoring Office
ANG	Air National Guard
ANSI	American National Standards Institute
AO	Action Officer
AOC	Army Operations Center
AOR	Area of Responsibility
APO	Air Force Post Office
APO	Army Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
APS	Aerial Port Squadron
AR	Army Regulation
ARC	Air Reserve Components
ARG	Rail Armed Guard Surveillance Service
ARNG	Army National Guard
ASC	Accredited Standards Committee
ATAC	Abbreviated Transportation Accounting Classification
ATCMD	Advance Transportation Control and Movement Document
ATI	Air Terminal Identifier
ATM	Air Terminal Manager
AUEL	Automated Unit Equipment List
AUTODIN	Automated Digital Information Network
AUTOSEVOCOM	Automatic Secure Voice Communications
BB	Breakbulk
BBL	Barrel
BBP	Breakbulk Point
BII	Basic Issue Item
BL	Bill of Lading
BMCT	Branch Movement Control Team
BRAC	Base Realignment and Closure
C2	Command and Control
C3	Command, Control, and Communications
C4	Command, Control, Communications, and Computers
C4S	Command, Control, Communications, and Computer Systems
C-9	C-9 Aircraft
CA	Clearance Authority
CAA	Competent Authority Approval
CADS	Containerized Ammunition Distribution System
CAGE	Commercial and Government Entity
CAGO	Cargo Manifest Apparent Good Order
CALM	Computer-Aided Load and Manifest
CAM	Commercial Air Movements

CANUS-ILOC	Canada-United States Integrated Lines of Communication
CAO	Contract Administration Office
CAPS	Consolidated Aerial Port System
CASREP	Casualty Report
CAT	Category
CBA	Centrally Billed Accounts
CBBLs	Hundreds of Barrels
CBL	Commercial Bill of Lading
CCBL	Collect Commercial Bill of Lading
CCA	Consolidation and Containerization Activity
CCI	Controlled Cryptographic Items
CCN	Certification Control Number
CCP	Consolidation and Containerization Point
CDL	Commercial Drivers License
CENTCOM	Central Command
CFDC	Continental United States Freight Distribution Center
CFM	Continental United States Freight Management System
CFR	Code of Federal Regulations
CG	Center of Gravity
CGMTMC	Commanding General Military Traffic Management Command
CHE	Container Handling Equipment
CIC	Customer Identification Code
CIIC	Controlled Inventory Item Code
CIM	Corporate Information Management
CIN	Cargo Increment Number
CINC	Commander-in-Chief (of unified or specified command)
CIS	Constant Surveillance Service
CJCS	Chairman Joint Chiefs of Staff
CL	Carload
CLIN	Contract Line Item Number
CM	Committee Member
CMCS	Central European Movements Control System
CMIP	Cargo Management Improvement Program
CMOS	Cargo Movement Operational System
CNO	Chief of Naval Operations
COCOM	Combatant Command
CODE J	Unaccompanied Baggage
COE	Certificate of Equivalency
COFC	Container on Flat Car
COMALOC	Commercial Air Lines of Communication
COMJTF	Commander, Joint Task Force
COMM RI	Communication Routing Indicator
COMUSJTF	Commander, U.S. Joint Task Force
CONEX	Container Express
CONUS	Continental United States

COP	Contingency Operation Plan
COR	Contracting Officer's Representative
CORE	Contingency Response
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CORS	Cargo Out-Turn Reporting System
CP	Committee Chairperson
CPD	Contingency Planning Documents
CPP	Carrier Performance Program
CQP	Carrier Qualification Program
CRAF	Civil Reserve Air Fleet
CRDB	Continental United States Regional Data Base
CRS	Commercial Reservation System
CSB	Customer Service Branch
CSRO	Contingency Standing Route Order
CSS	Constant Surveillance Service
CSS	Commercial Sealift Solution
CTO	Commercial Travel Office
CTS	Courier Transfer Station
CULT	Common-User Land Transportation
CVSA	Commercial Vehicle Safety Alliance
CWT	Hundred Weight
CY	Calendar Year
DAAS	Defense Automated Addressing System
DACG	Departure Airfield Control Group
DBA	Database Administrator
DCMA	Defense Contract Management Agency
DCMAO	Defense Contract Management Area Office
DCS	Defense Courier Service
DCS	Deputy Chief of Staff
DD	Dual Driver Protective Service
DDAC/DODAC	Department of Defense Ammunition Code
DDC	Defense Distribution Depot San Joaquin
DDD	Desired Delivery Date
DDI	Department of Defense Instruction
DDN	Dual Driver with National Agency Check
DDN	Defense Data Network
DDP	Dual Driver Protective Service
DDP	Distribution Drop Point
DDPS	Dual Driver Protective Service
DDSP	Defense Distribution Depot, Susquehanna, Pennsylvania
DeCA	Defense Commissary Agency
DEI	Data Element Identifier
DEO	Defense Energy Office

DESC	Defense Energy Support Center
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DFAS-IN	Defense Finance and Accounting Service – Indianapolis
DGR	Dangerous Goods Regulation
DI	Document Identifier
DIC	Document Identifier Code
DIS	Defense Investigative Service
DISA	Defense Information Systems Agency/Data Interchange
DISCO	Defense Industrial Security Clearance Office
DLA	Defense Logistics Agency
DLAI	Defense Logistics Agency Instruction
DLAM	Defense Logistics Agency Manual
DLAR	Defense Logistics Agency Regulation
DLMSO	Defense Logistics Management Standards Office
DLR	Depot Level Repairable
DLSS	Defense Logistics Standard Systems
DMC	Defense Movement Coordinator
DMS	Defense Message Service
DN	Dual Driver with National Agency Check
DNA	Defense Nuclear Agency
DND	Canadian Department of National Defense
DOB	Date on Berth
DOD	Date of Delivery
DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DODAAD	Department of Defense Activity Address Directory
DODAC	Department of Defense Ammunition Code
DODD	Department of Defense Directive
DODDS	Department of Defense Dependents Schools
DODFMR	Department of Defense Financial Management Regulation
DODIC	Department of Defense Identification Code
DOE	Department of Energy
DOJ	Department of Justice
DOS	Department of State
DOT	Department of Transportation
DOT-E	Department of Transportation Exemption
DPM	Direct Procurement Method
DPRO	Defense Plant Representative Office
DR	Disaster Relief
DRMO	Defense Reutilization Marketing Office
DRO	Domestic Route Order
DSAA	Defense Security Assistance Agency
DSC	Deployment Support Command
DSN	Defense Switched Network

DSR	Defense Subsistence Region
DSS	Distribution Standard System
DSSN	Disbursing Station Symbol Number
DTAV	Department of Defense Total Asset Visibility
DTC	Delivery Term Code
DTEDI	Defense Transportation Electronic Data Interchange
DTJRT	Defense Transportation Joint Reference Tables
DTO	Division Transportation Officer
DTOD	Defense Table of Official Distances
DTPS	Defense Transportation Payment System
DTR	Defense Transportation Regulation
DTRANSEDI	Department of Defense Transportation Electronic Data Interchange
DTS	Defense Transportation System
DTSCC	Defense Transportation Systems Coordination Committee
DTTS	Defense Transportation Tracking System
DUSD/L	Deputy Under-Secretary of Defense (Logistics)
DVD	Direct Vendor Delivery
DWCF	Defense Working Capital Fund
DWT	Deadweight Tonnage

e.g.	For Example
EA	Enterprise Architecture
E-BILL	Electronic Bill
EC	Electronic Commerce
EDI	Electronic Data Interchange
EDOB	Estimated Date on Berth
EDOD	Estimated Date of Delivery
EFT	Electronic Funds Transfer
E-MAIL	Electronic Mail
EMBO	Embarkation Officer
EML	Environmental and Morale Leave
EOD	Explosives Ordnance Disposal
EOT	End of Transmission
EPA	Environment Protection Agency
ERL	Expected Receipt Listing
ESD	Electrostatic Sensitive Device
ETA	Enhanced Transportation Acquisition
ETA	Estimated Time of Arrival
ETADS	Enhanced Transportation Automated Data System
ETD	Estimated Time of Departure
ETM	Electrically Transmitted Message
ETMP	Emergency Traffic Management Plan
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
EUCOM	European Command

EUCOM	United States European Command
EX	Explosives
FAA	Federal Aviation Administration
FACTS	Financial and Air Clearance Transportation System
FAD	Force Activity Designator
FAK	Freight All Kinds
FAR	Federal Acquisition Regulation
FAW	Front Axle Weight
FAX	Facsimile
FCGS	Freight Classification Guide System
FDT	First Destination Transportation
FEDEX	Federal Express
FEMA	Federal Emergency Management Agency
FF	Freight Forwarder
FHC	Final Hazard Classifications
FIIN	Federal Item Identification Number
FILDR	Federal Item Logistics Data Record
FINS	Freight Information System
FM	Field Manual
FM	Funds Manager
FMR	Funds Manager Report
FMS	Foreign Military Sales
FOB	Free on Board
FOH	Front Overhang
FOIA	Freedom of Information Act
FOL	Forward Operating Location
FPO	Fleet Post Office
FSC	Federal Supply Classification
FSG	Federal Supply Group
FSS	Forward Supply Support
FSS	Fast Sealift Ship
FTS	Federal Telecommunications System
FY	Fiscal Year
GA	Grant Aid
GAA	General Agency Agreement
GAL	Gallons
GATES	Global Air Transportation Execution System
GBD	Government Business Day
GBL	Government Bill Of Lading
GBLOC	Government Bill of Lading Office Code
GCCC	General Charter Coach Certificate
GEOLOC	Geographic Location Code
GMT	Greenwich Mean/Meridian Time

GO/CO	Government Owned/Contractor Operated
GPMRC	Global Patient Movement Requirements Center
GPS	Global Positioning System
GS	Greater Security
GSA	General Services Administration
GT	Guaranteed Traffic
GTN	Global Transportation Network
GTR	Government Transportation Request
GTS	Government Travel Service
GWT	Gross Weight (pounds)
HAP	Humanitarian Assistance Program
HAZCOM	Hazardous Communication
HAZCOM	Hazardous Commodity
HAZMAT	Hazardous Materials
HHG	Household Goods
HL	Heavy Lift
HMIS	Hazardous Materials Information System
HN	Host Nation
HND	Highways for National Defense
HQ	Headquarters
HRA	Humanitarian and Refugee Affairs
HW	Hazardous Waste
IA	Implementing Agency
IAP	International Airport
IATA	International Air Transport Association
IAW	In Accordance With
IBS	Integrated Booking System
ICAO	International Civil Aviation Organization
ICP	Inventory Control Point
ID	Identification
IDO	Installation Deployment Officer
IFR	Instrument Flight Rules
ILCO	International Logistics Control Office
IMDG	International Maritime Dangerous Goods
IMDGC	International Maritime Dangerous Goods Code
IMO	Installation Mobility Officer
IMO	International Maritime Organization
IMPAC	Department of Defense Purchase/International Merchants Purchase Authorization Card
INFOADDR	Information Addressee
INMARSAT	International Maritime Satellite
IP	Internet Protocol
IPD	Issue Priority Designator

IRA	Interface Requirements Agreement
IRCS	International Radio Call Sign
IRO	International Route Order
ISARC	Installation Shipping and Receiving Capability
ISO	International Standards Organization
ISSA	Inter-Service Support Agreement
ITGBL	International Through Government Bill of Lading
ITO	Invitational Travel Order
ITO	Installation Transportation Office
ITV	In-Transit Visibility
JA/ATT	Joint Airborne and Air Transportability Training
JCCA	Joint Container Control Activity
JCCO	Joint Container Control Office
JCS	Joint Chiefs of Staff
JDGACP	Joint Department of Defense/General Services Administration Astray Cargo Program
JDGACPC	Joint Department of Defense/General Services Administration Astray Cargo Program Committee
JFTR	Joint Federal Travel Regulation
JHCS	Joint Hazardous Classification System
JICTRANS	Joint Intelligence Center-Transportation
JLIN	Joint Line Item Number
JLOTS	Joint Logistics Over the Shore
JLSC	Joint Logistics System Center
JMAFC	Joint Military Astray Freight Committee
JMAFP	Joint Military Astray Freight Program
JMCG	Joint Mobility Control Group
JMTCA	Joint Munitions Transportation Coordinating Activity
JOPEs	Joint Operation Planning and Execution System
JOSAC	Joint Operational Support Airlift Center
JS	Joint Staff
JSPS	Joint Strategic Planning System
JTB	Joint Transportation Board
JTCC	Joint Transportation CIM Center
JTMO	Joint Traffic Management Office
JTR	Joint Travel Regulation
JUSMAG	Joint United States Military Advisory Group
kg	kilogram
km	kilometer
KW	Kilowatt
l	liters
L/T	Long Ton

LASH	Lighter Aboard Ship
LASINT	Laser Intelligence
LBS	Pounds
LCA	Logistics Control Activity
LCL	Less-Than-Car-Load
LCL	Less Than Container Load
LIC	Low-Intensity Conflict
LIN	Line Item Number
LMI	Logistics Management Institute
LOA	Letter of Offer/Acceptance
LOA	Lines of Accounting
LOC	Lines of Communication
LOGSA	Logistics Support Agency
LOPA	Local Payment of Airlines
LOTS	Logistics Over-the-Shore
LRU	Less-than-Release Unit
LT QTY	Limited Quantity
LTON	Long Ton
LTL	Less-than-Truckload
MAAG	Military Assistance Advisory Group
MACOM/MAJCOM	Major Command
MAIN	Military Authorization Identification Number
MAP	Military Assistance Program
MAPAC	Military Assistance Program Agency Code
MAPAD	Military Assistance Program Address Directory
MARAD	Maritime Administration
MARFORRES	Marine Forces Reserve
MATA	Military Air Transportation Agreement
MBA	Military Bus Agreement
MBBLs	Thousands of Barrels
MBS	Monthly Billing Statement
MCA	Movement Control Agency
MCC	Movement Control Center
MCI	Military Customs Inspector
MCO	Marine Corps Order
MCT	Movement Control Team
MEPS	Military Entrance Processing Stations
METOC	Meteorological and Oceanographic Cell
MGTRP	MTMC Guaranteed Traffic Rules Publication
MHE	Material Handling Equipment
MI	Military Impedimenta
MICOM	Munitions Command
MILSTD	Military Standard
MILSTRIP	Military Standard Requisition and Issue Procedures

MILVAN	Military Van
MIPR	Military Interdepartmental Purchase Request
MIT	Massachusetts Institute of Technology
MIT	Modeling Integration Task
MLM	Mail-Like Material
MLW	Mean Low Water
MNS	Mission Need Statement
MO	Mobility Officer
MOA	Memorandum of Agreement
MOM	Military Ordinary Mail
MOT	Military Ocean Terminal
MOU	Memorandum of Understanding
MOV	Military-Owned Vehicle
MPF	Maritime Prepositioning Force
MRA	Military Rail Agreement
MRE	Meal Ready-to Eat
MRM	Management Reform Memorandum
MRO	Material Release Order
MRT	Military Rate Tender
MSA	Maintenance Support Agreement
MSC	Military Sealift Command
MSCVAN	MSC leased or controlled SEAVAN or MILVAN
MSDS	Material Safety Data Sheet
MSG	Message
MSGID	Message Identification
MSGREQ	Mission Request
MSGT	Multi Service Guaranteed Traffic
MSL	Military Shipping Label
MSS	Motor Surveillance Service
MT	Metric Ton
MTMC	Military Traffic Management Command
MTMC DSC	MTMC Deployment Support Command
MTMCTEA	MTMC Transportation Engineering Agency
MTMP	Munitions Transportation Management Program
MTON	Measurement Ton
MTX	Military Traffic Expediting Service
MWR	Morale, Welfare, and Recreation
NA	National
NA	North America
NAC	National Agency Check
NAF	Nonappropriated Funds
NAFTA	North American Free Trade Agreement
NALC	Navy Ammunition Logistics Code
NATO	North Atlantic Treaty Organization

NAVSUP	Naval Supply
NAVSUPINST	Naval Supply Systems Command Instruction
NAVTRANS	Naval Transportation Support Center
NCA	National Command Authority
NCOIC	Non-commissioned Officer in Charge
NCSC	National Customer Service Center
NCSC	National Computer Security Center
NDHQ	National Defense Headquarters
NDRF	National Defense Reserve Fleet
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NEXCOM	Navy Exchange Service Command
NGB	National Guard Bureau
NICP	National Inventory Control Point
NISPOM	National Industrial Security Program Manual
NLT	Not Later Than
NMCS	Not-Mission-Capable Supply
NMFC	National Motor Freight Classification
NMFTA	National Motor Freight Traffic Association
NNSN	No National Stock Number
NOA	Notice of Availability
NOFORN	Not Releasable to Foreign Nationals
NOIBN	Not Otherwise Identified by Name
NOS	Not Otherwise Specified
NOSSA	Naval Ordnance Safety and Security Activity
NRC	National Response Center
NRC	Non-Unit Related Cargo
NRFI	Not Ready for Issue
NRSO	Navy Resale System Office
NSACSM	National Security Agency Communication Security Manual
NSACSS	National Security Agency Central Security
NSN	National Stock Number
NTSB	National Transportation Safety Board
OADUSD(TP)	Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy
OAG	Official Airline Guide
OBN	Optimum Benefit Negotiation
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCONUS	Outside Continental United States
OD	Outsize Dimension
OIC	Officer in Charge
OMB	Office of Management and Budget
OO	Ordering Officer

OPCON	Operational Control
OPLIFT	Opportune Lift
OPLOC	Operating Location
OPNAVINST	Operational Naval Instruction
ORM-D	Other Regulated Material-Domestic
OSA	Operational Support Airlift
OSC	Operations Support Command
OSD	Office of the Secretary of Defense
OSD	Over, Short or Damaged
OSHA	Occupational Safety and Health Administration
P/W/C	Pieces/Weight/Cube
PAL	Parcel Airlift Mail
PC	Personal Computer
PCC	Postal Concentration Center
PCFN	Port Call File Number
PCS	Permanent Change of Station
PD	Priority Designator
PD	Port of Departure
PDF	Portable Data Files
PDS	Permanent Duty Station
PEC	Program Element Code
PG	Packaging Group
PIH	Poisonous by Inhalation
PIP	Product Improvement Program
PLS	Palletized Load System
PM	Provost Marshall
POC	Point of Contact
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils, and Lubricants
POP	Performance Oriented Packaging
POV	Privately Owned Vehicle
PP	Personal Property
PPBS	Planning, Programming, and Budgeting System
PPCIG	Personal Property Consignment Instruction Guide
PRC	Passenger Reservation Center
PRU	Proposed Release Unit
PRU	Personnel Readiness Unit
PSC	Protective Service Code
psi	Pounds per square inch
PSN	Proper Shipping Name
PSRO	Passenger Standing Route Order
PSS	Protective Security Service
PTO	Passenger Transportation Officer

RAD	Required Availability Date
RAS	Remote Area Support
RAW	Rear Axle Weight
RDD	Required Delivery Date
RDL	Reference Data Line
REEFER	Refrigerated Shipping Container
REPSHIP	Report of Shipment
RFI	Ready for Issue
RFI	Request for Information
RFP	Request for Proposal
RG	Rail Armed Guard Surveillance Service
RI	Rail Inspection Service
RIC	Reservation Identification Code
RIC	Routing Identifier Code
RIN	Routing Instruction Note
RIS	Rail Inspection Service
RND	Railroads for National Defense
RNP	Remote Network Processor
RO	Route Order
ROD	Report of Discrepancy
ROH	Rear Overhang
RO/RO	Roll-on/Roll-off
rp	Record Position
RQ	Reportable Quantity
RRF	Ready Reserve Force
RTD	Required Terminal Delivery Date
RTO	Rail Transportation Office
RU	Release Unit
RVNX	Released Value Not Exceeding
S/T, STON	Short Ton (2000 lb)
SA	Security Assistance
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAM	Special Airlift Mission
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
SDN	Standard Document Number
SDO	Supply Depot Operation
SDR	Supply Discrepancy Report
SDS	Standard Depot System
SDT	Second Destination Transportation
SEABEE	Sea Barge

SEAVAN	Commercial/Government owned/leased shipping container, Sea Van
SECDEF	Secretary of Defense
SECNAVINST	Secretary of the Navy Instruction
SECTRANS	Secretary of Transportation
SED	Shipper's Export Declaration
SED	Systems Engineering Division
SEV	Security Escort Vehicle Service
SF	Standard Form
SI	Shipping Instructions
SICA	Secondary Inventory Control Activity
SII	Special Instruction Indicator
SIP	Shipper Information Package
SIT	Storage in Transit
SLOC	Sea Line Of Communication
SMCA	Single Manager Conventional Ammunition
SMCC	State Movement Control Center
SMO	Strategic Mobility Officer
SMSS	Satellite Motor Surveillance Service
SNS	DTTS Satellite Motor Surveillance Service
SOFA	Status of Forces Agreement
SOP	Standard Operating Procedures
SOS	Sources of Supply
SPLC	Standard Point Location Code
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
SRC	Security Risk Category
SRO	Standing Route Order
SRP	Sealift Readiness Program
SSAN	Social Security Account Number
SSCO	Shipper Service Control Office
SSS	Signature Security Service
ST	Signature and Tally Service
STANAG	Standard/Standing North Atlantic Treaty Organization Agreement
STATCO	Statistical Collection of Passenger Travel
STBF	Standard Transportation Billing Service
STCC	Standard Transportation Commodity Code
STR	Signature Tally Record
STS	Scheduled Truck Service
SU	Shipment Unit
SUP	Supplementary Address
TA	Transportation Agent
TAC	Transportation Account Code
TAC	Type Address Code
TACC	Tanker/Airlift Control Center

TACE	Transportable Airlift Control Element
TACOM	Tank and Automotive Command
TAD	Temporary Additional Duty
TALCE	Tanker Airlift Control Element
TALO	Theater Airlift Liaison Officer
TAMCN	Table of Authorized Material Control Number
TAT	To Accompany Troops
TBC	Transportation Bill Code
TBN	To Be Named
TC-ACCIS	Transportation Coordinator's Automated Command and Control Information System
TCAIMS II	Transportation Coordinator's Automated Information for Movements System II
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TDA	Turkish Defense Affairs
TDCC	Transportation Data Coordinating Committee
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TEA	Transportation Engineering Agency
TEU	Twenty Foot Equivalent Unit
TFG	Transportation Facilities Guide
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TL	Truckload
TLR	Trailer
TM	Traffic Manager
TM	Technical Manual
TM1	Tracing Request
TM2	Diversion Request
TM3	Hold Request
TMA	Tracing Reply
TMDS	Table Management Distribution System
TMJ	Electronically Transmitted Message Entries for Tracing Reply
TMO	Traffic Management Officer
TMO	Transportation Management Office
TMS	Transportation Management System
TNG	Training
TO	Transportation Officer, Technical Office, Technical Order
TOFC	Trailer-on-Flat-Car
TP	Transportation Priority
TP-4	Deferred Air Freight Shipments
TPA	Trading Partner Agreement
TPF	Total Package Fielding

TPP	Travel Performance Period
TPS	Transportation Protective Service
TSP	Transshipment Point
TTP	Trailer Transfer Point
TTU	Transportation Terminal Unit
TWCF	Transportation Working Capital Fund
U.S.	United States
U.S.C.	United States Code
UI	Unit of Issue
UB	Unaccompanied Baggage
UFC	Uniform Freight Classification
UIC	Unit Identification Code
ULN	Unit Line Number
UMC	Unit Movement Coordinator
UMMIPS	Uniform Materiel Movement and Issue Priority System
UMO	Unit Movement Officer
UN	United Nations
UNCAT	Uncategorized
UND	Urgency of Need Designator
UPS	United Parcel Service
US	United States
USA	United States Army
USAF	United States Air Force
USAPPC	United States Army Publications and Printing Command
USC	Universal Service Contract
USCENTCOM	United States Central Command
USCG	United States Coast Guard
USCINCTrans	Commander In Chief United States Transportation Command
USEUCOM	United States European Command
USFJ	United States Forces Japan
USFK	United States Forces Korea
USG	United States Government
USJFCOM	United States Joint Forces Command
USMC	United States Marine Corps
USN	United States Navy
USPACOM	United States Pacific Command
USPFO	United States Property and Fiscal Office(r)
USPS	United States Postal Service
USSOUTHCOM	United States Southern Command
USTRANSCOM	United States Transportation Command
USTRANSCOMR	United States Transportation Command Regulation
VD	Vessel Departure
VEH	Vehicle

VISA	Voluntary Intermodal Sealift Agreement
VLP	Vehicle Level of Processing
VMR	Volume Movement Request
VN	Van Number
VSI	Verified Shipping Instructions
WB	Wheel Base
WCA	Water Clearance Authority
WCF	Working Capital Fund
WPLO	Water Port Liaison/Logistics Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WPS	Worldwide Port System
WRM	War Reserve Materiel
WWW	Worldwide Web
WWX	Worldwide Express
YYMMDD	YearYearMonthMonthDayDay
ZIP	Zone Improvement Plan
ZULU	Time Zone Indicator for Universal Time/Greenwich Mean Time

FORMS

		<u>Page</u>
DD Form 470	Cargo Out-Turn Report	210-16, Z-4
DD Form 651	Carrier's Report of Vehicle Damage or Breakdown	202-13
DD Form 626	Motor Vehicle Inspection (Transporting Hazardous Materials)	204-33
DD Form 788	Report of Discrepancy (POV)	210-16
DD Form 836	Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel	204-36
DD Form 1085	Domestic Freight Routing Request and Order	202-14
DD Form 1086	Export Traffic Release Request	203-3
DD Form 1087	DOD Standard Transit Time Guide	202-15
DD Form 1371	Consignee Receipt for Delivery	202-18
DD Form 1387	Military Shipping Label	208-6, 7, 8
DD Form 1387-2	Special Handling Data Certification	205-27
DD Form 1907	Signature and Tally Record	205-25
DD Form 2017	Route Order Amendment	202-19
SF Form 361	Transportation Discrepancy Report	210-27, Z-1, Z-15
SF Form 362	U.S. Government Freight Loss and Damage Claim	210-3
SF Form 1103	U. S. Government Bill of Lading (GBL)	204-17, 206-1
SF Form 1200	U. S. Government Bill of Lading (GBL) Correction Notice	206-9, X-2-16

WEB SITES

AFJMAN 24-204, Preparation of Hazardous Materials for Military Air Shipments:
<http://www.afmc.wpafb.af.mil/HAZMAT/AFJMAN.htm>. or <http://www.afmc-pub.wpafb.af.mil/Hazmat/>

Air Mobility Command (AMC) Channel Sequence Listing: <http://tacc.scott.af.mil>., then select directorates, select XOG, and select AMC sequence listing for channel traffic or use:
<http://tacc.scott.af.mil/directorates/xog/sequence.asp>.

Code of Federal Regulations (CFR) Title access: <http://www.access.gpo.gov/nara/cfr/cfr-table-search.htm>.

Continental Directory of Standard Point Location Codes (SPLC): <http://users.erols.com/nmfta/>.

Defense Transportation Regulation (DTR): <http://public.transcom.mil/j4/j4lt/dtr.html>.

(DTR) also available on MTMC web page at: <http://www.mtmc.army.mil>.

Defense Finance and Accounting Service (DFAS): <http://www.dfas.mil>.

DOD Activity Address Directory/Code (DODAAD/DODAAC):
http://laxwebors1.dcmdw.dla.mil:8892/ciscao/owa/webpk0016.DODaac_view or
<http://daynt6c.daas.dla.mil/webdodaac/dodaac.htm>.

DOD Electronic Data Interchange (EDI): <http://www.lmi.org/dtedi>.

DOD Publications: <http://web7.whs.osd.mil/dodiss/publications/pub2.html>.

MTMC Enhanced Transportation Acquisition (ETA) Transportation Discrepancy Report (TDR) Tutorial: <http://www.mtmc.army.mil/transsys/cfm/index>.

Exemptions-HAZMAT: <https://eta.mtmc.army.mil/> or the DOT web site at
<http://hazmat.dot.gov/exsys.htm>.

Foreign Clearance Guide (FCG): <http://www.fcg.pentagon.mil/>.

Global Transportation Network (GTN): <http://www.gtn.transcom.mil/public>.

International Air Transportation Association (IATA): <http://www.iata.org>.

International Civil Aviation Organization (ICAO): <http://www.icao.int>.

International Maritime Organization (IMO): <http://www.imo.org>.

Master Transportation Account Code (TAC) Reference Table:
http://www.daas.dla.mil/tac_inq/tac_menu.html.

Military Assistance Program Address Directory/Code (MAPAD/MAPAC)
<http://daynt6c.daas.dla.mil/dodaac/mapac.htm>.

Military Standard (MILSTD) 129 Military Standard for Marking for Shipment and Storage:
http://astimage.daps.dla.mil/docimages\63\00\std_129N.PDO.

Military Traffic Management Command (MTMC): <http://www.mtmc.army.mil>.

MTMC Transportation Engineering Agency (TEA): <http://www.tea.army.mil>.

Powertrack/US Bank: <http://www.usbank.com/powertrack/>.

Standard NATO Agreements (STANAGS): <http://www.nato.int/docu/standard.htm>.

Table Management Distribution System (TMDS): <http://sctappsvr.scott.af.mil>.

Transportation Facility Guide (TFG): <http://www.eta.mtmc.army.mil/>.